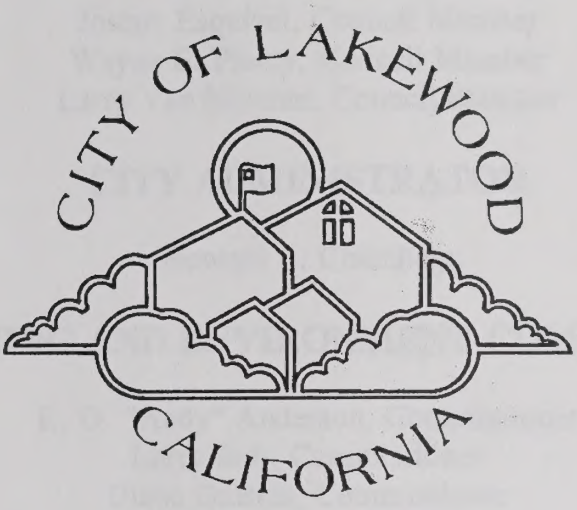
The City of Lakewood Comprehensive General Plan



Policy Document

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1.0 Introduction

What is a General Plan?

A general plan is a document that helps a city plan the framework for its future physical, social and economic development. Under California law (Government Code Section 65300), each city and county in the State must adopt "a comprehensive, long-term general plan for the physical development" of the community. The general plan is considered "comprehensive" since it addresses all of the components that characterize a city. These components include physical attributes such as how land is used, and social aspects such as economic and housing conditions.

The general plan is also considered "long-term" since it spans almost 30 years into the future. This document will be a guidebook for steering developmental changes in the City into the 21st century.

State law requires that the general plan address seven issue areas known as elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. Each of these elements is described in more detail below. According to Government Code Section 65302, "The general plan consists of a statement of development policies..." The statement of development policies identifies an issue and guides actions that address the issue at hand. A statement of development policy contains goals, objectives, policies and implementation measures for the attainment of the city's desired aspirations.

The 1970 Lakewood General Plan

It was 1970 when the City last adopted its General Plan. That General Plan has been successful in guiding many aspects of the City's development. While many of the goals, objectives and policies still have validity and should continue to be implemented, others have become dated and are no longer necessary.

Since many ideals and policies presented in the 1970 General Plan are still important to the continuing development of the City, this General Plan may be considered as an update to the previous General Plan as opposed to a complete overhaul. Many of the goals and objectives of the 1970 General Plan have been included in this document.

The Seven Mandated Elements

Land Use topics include the identification of existing land uses by type, analysis of building trends, and anticipated population intensities and build out potentials.

Circulation pertains to the City's network of streets and highways, bike routes, public transit, and truck routes. Issues such as street design standards, current and future traffic levels, and identification of alternative transportation modes are among the issues addressed in the circulation element.

Housing addresses existing and projected housing needs of all economic segments of the community. Goals, policies, and actions necessary to meet those needs are contained in this section. (This element is not a new part of the current general plan revision as it is updated every few years, in accordance with State requirements.)

Conservation refers to parks and recreation areas that serve the City, as well as the preservation of water resources, solid waste reduction, storm runoff mitigation, preservation of biological resources and scenic highways.

Open Space issues include the preservation and management of passive and active outdoor recreational opportunities.

Noise issues include the identification of noise levels and potential mitigation measures associated with transportation facilities, industrial uses and other stationary sources.

Safety issues include the protection of the public from fires and geological hazards, as well as appraisal of all potential seismic, geologic and other community hazards.

This document contains the above seven elements as required by state law. The General Plan, though, is not limited to discussion of just these elements. Three optional elements have also been included: Recreation and Community Services, Air Quality, and Economic Development.

The Optional Elements

Recreation and Community Services addresses topic areas such as parks, leisure activities, extra-curricular activities and public assistance programs.

Air Quality issues are concerned with Lakewood's commitment to improving ambient air quality conditions in the region.

Economic Development issues are concerned with the economic stability and improvements of the City, its businesses and its residents.

Arrangement of Lakewood's General Plan

The Lakewood General Plan is comprised of three documents: the Technical Background Report, the General Plan policy document, and the Environmental Impact Report. Each of these components is described below in more detail.

The Technical Background Report contains City-specific information intended for use by residents and by City officials. The report's information is the foundation for the General Plan policy document and it contains detailed and technical data which form the basis of the General Plan's elements.

The General Plan addresses the development goals of the community and embodies public policy relating to the future land development of the City. Lakewood's General Plan policy document includes an Introduction and the following elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, Safety, Recreation and Community Services, Air Quality, and Economic Development.

The Environmental Impact Report examines the effects that the General Plan will have on the environment by its implementation. The term "environment" is inclusive of not only the natural environment but also social, economic and other components of the community.

The format for each element in the General Plan has been arranged to enable the reader to locate specific information and understand interrelationships between elements. Each element is divided in the following sections:

A brief introduction to the element including an interpretation of that particular element and excerpts from the Technical Background Report pertaining to that element.

Next, each goal is presented with its related policies. Some of the goals and policies in each section reflect the same concepts

presented in the 1970 General Plan.

Lastly are implementation programs. The implementation programs are presented separately from the goals and policies since a single implementation measure may be used for achieving more than one goal. Goals, policies and implementation programs form statements of development policy. Each of these terms are explained below.

Goals are direction setters. A goal is an ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and implementation programs are directed. A goal is a general expression of community values and, therefore, is abstract in nature. There may be more than one goal per issue area.

Policies are specific statements that guide decision making. A policy represents a clear, firm commitment of the local legislative body position on a particular issue. A policy is based on a general plan's goals and objectives as well as the analysis of data and is effectuated by at least one implementation measure.

Implementation Programs include actions, procedures, programs, and/or techniques that carry out general plan policies. An implementation program may be utilized to implement more than one policy.

Citizen Participation

Work on the update to the Lakewood general plan began in 1990. The early phases of the update program consisted of data collection and land use/acreage inventories. To maintain a cost-effective program, all work was done in-house by a contract planner and city staff.

During April and June of 1990, two public meetings were held by the Planning and Environment Commission (PEC). At these meetings, the public was informed that the city was beginning the general plan update program and all public input was welcomed.

Completion of the draft Technical Background Report (TBR) in January 1992 marked the beginning of a series of public study sessions on the general plan. (All of these study sessions were publicly noticed in accordance with state law.) The dates of these study sessions were as follows:

May 21,1992 -PEC Study Session #1

June 18, 1992 -PEC Study Session #2

August 20, 1992 -PEC Study Session #3

October 1, 1992 -PEC Study Session #4

January 21, 1993 -Final TBR review by PEC

February 1, 1993 - Joint Study Session by the Planning and Environment, Community Safety (CSC) and Recreation and Community Services (RCS) Commissions on the TBR.

After thorough review by the PEC, CSC and RCS, the Technical Background Report was forwarded to the City Council.

February 23, 1993 - City Council Study Session on the TBR and General Plan needs and opportunities.

March 23, 1993 - City Council Study Session on existing General Plan goals and policies. Commissions were directed to evaluate existing goal and policies pertaining to their area of expertise.

April 15, May 3, June 7, 1993- CSC study sessions on the transportation chapter.

April 14, May 12, 1993 - RCS study sessions on the recreation and community services, and resource management chapters.

May 4, 1995 - Information presented in the TBR is updated to reflect changes in the city that have occurred since the last update of the TBR.

Statement of Goals

The Lakewood 1990 General Plan included a Statement of Goals for charting Lakewood's course for the future. The Statement of Goals is presented here again and is reflected throughout the goals and policies of the General Plan elements. The Statement of Goals included the following:

- To improve the present level of residential development, preserving the predominantly single-family character of the community by providing for the controlled development of a variety of housing types to accommodate the various age and income groups which will make up the City's future population.

- To improve the environmental quality of Lakewood through the encouragement of beautification, creative design, and increased attention to aesthetic values in both the public and private sectors.

- To create and maintain a healthy economic environment within the City and assist new businesses and industry to locate in the community.

- To provide balanced recreational programs to serve effectively a population with varied ages, characteristics, needs and interests.

- To create an environment which will provide a variety of cultural, educational, and social experience and to encourage the individual to take advantage of the opportunities thus provided.

- To develop inter-governmental planning and cooperation with regional and adjacent areas to coordinate and achieve common goals.

- To develop a comprehensive plan of finance, designed to make sound and effective use of available fiscal resources in providing for the projected capital improvement needs and current service requirements of the City.

- To achieve greater urban diversity for Lakewood with respect to the height of buildings, styles of architecture, types of businesses and personal services, cultural and recreational facilities and other amenities which will distinguish and enhance the character of the City.

- To provide public services and facilities for the entire community on an increasing level.

- To develop a circulation and transportation system which will provide for the safe and convenient movement of people and goods within the City, and between the City and other parts of the region.

- To encourage citizen participation in community activities and promote involvement in City affairs.

2.0 Land Use

Introduction to the Land Use Element

The land use element plays the important role of coordinating citywide land use with the goals of the general plan. Because the land use element is the most visible and most referred to element, it is sometimes incorrectly perceived as being the most important element in the general plan. All general plan elements, though, are equally important. The land use element has a centralized position since in almost every instance, land use affects, or is affected by, every other general plan element.

Among the many state-mandated requirements, Section 65302(a) of the Government Code requires a general plan's land use element to "designate the proposed general distribution and location and extent of uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities . . . it shall include a statement of population density and building intensity recommended for various districts . . ."

Information contained in this section and in the Technical Background Report, addresses the characteristics of Lakewood's land uses.

Lakewood's Land Use Characteristics

The City of Lakewood is about 6,106.76 acres (9.5 square miles) in area. Lakewood's land uses include: residential, commercial, industrial-manufacturing, warehousing, and public/quasi-public uses (such as municipal services, parks, hospitals, schools and churches, railroad right-of-way, a regional golf course, electrical transmission line easement right-of-ways, and streets). Table 2.1 depicts citywide land uses by type and acreage for the years 1969 and 1994 and the percentage breakdown for each category.

Some of Lakewood's more notable existing land use characteristics include:

- As of 1994, Lakewood was 99.5 percent built out.
- Lakewood is primarily a residential community with over 50 percent of its existing land area devoted to housing.
- Public and quasi-public uses occupy just over 13 percent of Lakewood's total land area, and streets and highways occupy an additional 23.9 percent.
- Uses including commercial, industrial, and agriculture occupy 8.39 percent of the City's total land area.
- In 1990, Lakewood's housing stock was predominantly owner-occupied (83.2%) and since 1980, residential ownership patterns have remained relatively stable with only a 2.5 percent shift from owner-occupied to rental occupied.

Land Use Opportunities

The predominant "need" expressed at general plan study sessions was: "keep Lakewood a desirable residential community." As the City nears the twenty-first century, this "need" presents many opportunities and challenges.

Table 2.1
Comparative Table:
Existing Land Use 1969/1994

CITY OF LAKEWOOD EXISTING LAND USE	1969 ACRES	1969 % OF TOTAL AREA	LAND USE CHANGES (NET AC.)	1994 ACRES	1994% OF TOTAL AREA
AGRICULTURE	**9.50**	**0.16%**	**+34.73(1)**	**44.23**	**0.72%**
RESIDENTIAL	**3082.00**	**50.7%**	**+32.82(2)**	**3114.82**	**51.01%**
Single Family	2913.90	47.9%		2906.54	47.6%
Multiple Family	168.10	2.8%		200.38	3.3%
Mobile Home Park				7.90	0.1%
COMMERCIAL	**329.40**	**5.42%**	**+46.17(3)**	**375.57**	**6.15%**
General Commercial	63.90	1.1%	+109.06	172.96	2.8%
Lakewood Center Mall	265.50	4.4%		164.00	2.7%
Banks and Offices				38.61	0.6%
MANUFACTURING	**98.40**	**1.62%**	**-5.57**	**92.83**	**1.52%**
Manufacturing				78.96	1.3%
Warehousing				13.87	0.2%
PUBLIC/QUASI PUBLIC	**616.00**	**10.13%**	**+197.35(4)**	**813.35**	**13.32%**
Parks	85.50	1.4%	+118.95	204.45	3.3%
Regional Golf Course	171.30	2.8%		171.30	2.8%
Municipal Services	50.10	0.8%	-8.59	41.51	0.7%
Railroad Right-of-Way				44.64	0.7%
Hospitals				7.54	0.1%
Public Education Uses	309.10	5.1%	13.54	295.56	4.8%
Religious/Private Education	47.90	0.8%	+0.45	48.35	0.8%
ELECTRIC TRANSMISSION ROW	**158.50**	**2.61%**	**-79.39(5)**	**79.11**	**1.30%**
Used for Park Purposes			-35.16		
Used for Community Garden			-2.9		
Used for Commercial/Agricultural Uses		0.00%	-41.33		
FLOOD CONTROL ROW	**0.00**	**0.0%**	**82.70(6)**	**82.70**	**1.35%**
STREETS & FREEWAYS	**1465.00**	**24.01%**	**+0.00**	**1465.00**	**23.99%**
New Street Area, Annex.#44			+6.82	6.82	0.11%
VACANT LAND	**240.90**	**3.96%**	**-208.57**	**32.33**	**0.53%**
OTHER LAND	**81.70**	**1.34%**	**-81.70**	**0.00**	**0.00**
TOTAL LAND AREA	**6081.40**	**100.0%**	**+25.36**	**6106.76**	**100.0%**

Issues involving local land uses, requirements established by the Air Quality Management District, strategies for economic recovery and the region's job demands will surely affect future land use decisions. Some of the identified land use opportunities in Lakewood include:

- The Lakewood Center Mall is an established and profitable commercial center. It provides a majority of the city's retail sales tax and has the potential to be even more productive in the future. Opportunities for increased productivity include the development, reuse, and expansion of vacant and under-utilized lands. Businesses that are existing or that are undergoing transition can be retrofitted at the Mall to meet the market's changing climate.

- Lakewood is a desirable community with many amenities. These amenities include, schools, shopping centers, local parks, well-designed residential neighborhoods and close proximity to freeways and public transportation.

- Lakewood's housing stock is a valuable asset that retains existing residents and continues to attract new residents to the community. Lakewood's well-built and attractive homes can be easily remodeled and even expanded to accommodate growing families.

- There are commercially zoned and industrially zoned under-utilized and vacant parcels in the southwesterly area of the City which have the potential for development, improvement, and/or expansion.

- As Lakewood's built environment matures, there will be continual opportunities for in-fill projects and the recycling of obsolete land uses. With proper maintenance and upgrades, Lakewood's existing infrastructure of streets, utilities, and community services must adequately support the City's on-going process of revitalization and improvement.

Lakewood's Build-out Potential

Lakewood is 99.5 percent built out and only 32.33 acres of vacant land existed in 1994. As a result, substantial increases in building and population intensities are not expected to occur in Lakewood's future. The Build-out potential for Lakewood's various land uses is discussed in more detail below.

Single Family Residential In the 1990 Census, Lakewood's household size was approximately 2.81 persons per household. Although demographic and economic changes have occurred during the past five years, the changes are not significant enough to warrant a revision of the estimated persons per household figure.

Lakewood's build-out potential for existing vacant and under utilized single-family-zoned land is 27 additional single-family homes. If 27 new homes are added to the existing inventory of 22,297 single-family homes, this would result in a total count of 22,324 single-family dwelling units. Lakewood's potential population increase in persons residing in single family homes is estimated to be about 76 persons, using the 2.81 persons per household figure.

Multiple Family Residential With much of the City built out, future residential development is expected mostly in the eastern portion of the City. A study was undertaken to analyze this potential (see the "M-F-R Study of Under-utilized Parcels in Easterly Lakewood", found in the Technical Background Report). In the four areas studied, it was found that about 1,054 dwelling units could be built.

Based upon an estimated 2.81 persons per household (1990 Census), construction of 1,054 additional dwelling units in the study area would add 2,961 persons to the study area's existing population of 5,113 persons for a total potential population of 8,074 persons. This build-out scenario is a 57.9 percent increase over the area's existing population. Full development of vacant and under-utilized multiple-family-zoned lands could yield 1,122 net dwelling units. Based on 2.81 persons per household, the resulting population increase from is estimated to be 3,153 persons.

Total Residential Buildout The total number of potential (net) dwelling units (single-family and multiple-family) citywide is 1,149 units. The estimated increase in population is projected to be 5,245 (assuming 2.87 persons/unit) to 10,831 (assuming 3.07 persons/unit). The projected growth of 7% - 14%, combined with the City's existing population of 75,124, could yield a total maximum population of 85,955 at build-out.

Commercial Buildout Potential Floor Area Ratios (F.A.R.) were inventoried for Lakewood's existing commercial sites. F.A.R. assesses on-site building intensity and is calculated by dividing the total area of all on-site structures by the total lot area. The estimated 1994 square footage of all commercial buildings in Lakewood was 4,322,633 square feet and the land area occupied by commercial land uses was approximately 330.78 acres. During 1994, the citywide commercial F.A.R. for commercial land uses were .3:1.0. Based on this F.A.R., the existing 8.68 acres of vacant, commercially-zoned land could yield nearly 113,430 square feet of additional commercial space at build out. There are integrated commercial sites in the City that are capable of accommodating commercial F.A.R.'s as high as .4 or .5:1.0. Figure 2.1 displays the location of these sites, and corresponding Table 2.2 indicates the potential gross building area that could be added to the City's commercial stock.

Industrial Buildout Potential As of February, 1995, the F.A.R. for existing industrial land uses in Lakewood was .2:1.0. There were 92 acres of industrially-zoned land existing in Lakewood. Development of the existing 148,975 square feet (3.42 acres) of vacant, industrially-zoned land in the City at a .2:1.0 F.A.R. could result in 29,795 additional square feet of industrial building space. Lakewood's industrially-developed parcels are not fully utilized at .2:1.0 F.A.R., and it is expected that industrial properties fully developed in accordance with existing zoning standards could result in a .4:1.0 to .7:1.0 F.A.R., depending on which land uses will be in demand in the future. As an example, a F.A.R. of .4 might be associated with office use, while a F.A.R. of .7 might be associated with warehouse uses. Figure 2.1 and Table 2.2 indicate the location and potential gross building area that could be added to existing, industrially zoned sites.

Table 2.3 below displays existing and projected population and land use implication information for the City.

Table 2.2
Buildout Potential of Commercial and Industrial Sites

	Existing Site Area in acres	Existing Site Area in sq. ft.	Existing Bld'g Area in sq. ft. (Estimated)	Average or Max. F.A.R.	Build-out Potential in sq. ft.	Potential Net Gain in sq. ft.
Commercial Sites						
All developed commercial land	330.78	14,408,777	4,322,633	.3	4,322,633	0
All vacant commercial land	8.68	378,101	0	.3	113,430	113,430
Higher intensity commercial sites						
Lakewood Square	25.71	1,119,762	414,735	.5	559,881	145,146
Lakewood Center Mall	134.51	5,859,256	2,035,475	.5	2,929,628	894,153
Civic Center Block	20.60	897,505	216,859	.4	359,002	142,143
NWC Woodruff/Carson	14.27	621,628	165,332	.4	248,651	83,319
SEC Del Amo/Studebaker	8.19	356,548	1,932	.4	142,619	140,687
Carson/Nectar	6.78	295,224	73,402	.5	147,612	74,210
NWC Carson/Pioneer	2.48	107,864	25,062	.5	53,932	28,870
Total of High Intensity Sites	212.53	9,257,783	2,932,797		4,441,340	1,508,543
All comm. land minus High Intensity Sites	126.93	5,529,095	1,389,836	.3	1,658,728	268,892
Maximum buildout potential	339.46	14,786,878	4,322,633		6,100,069	1,777,436
Industrial Sites						
All developed industrial land	92.77	4,041,061	808,212	.2	808,212	0
All vacant industrial land	3.42	148,975	0	.2	29,795	29,795
SEC Cherry/36th street	12.96	564,538	20,801	.7	395,176	374,375
SWC Paramount/Carson	19.62	854,647	250,000	.7	598,253	348,253
SEC Paramount/Carson	19.24	838,094	189,000	.7	586,666	397,666
SEC Cherry/Bixby	8.64	376,358	61,371	.7	263,451	202,080
Total of High Intensity Sites	60.46	2,633,638	521,172		1,843,546	1,322,374
All industrial land minus High Intensity Sites	35.75	12,153,240	287,040	.2	2,430,648	2,143,608
Maximum buildout potential	96.19	14,786,878	808,212		4,274,194	3,465,982
Grand Total	**435.65**	**29,573,755**	**5,130,845**		**10,374,263**	**5,243,418**

Table 2.3
Population Intensity Summaries/ Land Use Implications 1994, 2010 and 2020

Land Use Category and Maximum Permitted Density	Average Density (1)	Existing Developed Acres	Existing Dwelling Units	Existing Vacant Acres	Potential Dwelling Units	Population Estimate (2)	Persons per Dwelling Unit
1994							
Low Density Residential	7	2,906.54	22,297	3.94	27	62,376	2.80
Medium/High Residential	22	200.38	4,458	12.77	1,122 (includes units from underutilized parcels)	12,471	2.80
Mobile Home Park	12	7.9	99	0	0	277	2.80
Total		**3,114.82**	**26,854**	**16.71**	**1,149**	**75,124**	**2.80**
2010							
Low Density Residential	7	2,908.51	22,311	1.97	13	65,862	2.95
Medium/High Residential	22	206.765	5,019	6.39	561	14,816	2.95
Mobile Home Park	12	7.9	99	0	0	292	2.95
Total		**3,123.18**	**27,429**	**8.36**	**574**	**80,970**	**2.95**
2020							
Low Density Residential	7	2,910.48	22,324	0.99	7	68,523	3.07
Medium/High Residential	22	213.15	5,580	3.19	280	17,128	3.07
Mobile Home Park	12	7.9	99	0	0	304	3.07
Total		**3,131.53**	**28,003**	**4.18**	**287**	**85,955**	**3.07**

(1) "Average Density" was determined by dividing the total number of acres for each classification by the total number of dwelling units of that type.

(2) Population figures are based on City estimates.

Source: Los Angeles County Assessor records; City of Lakewood Community Development and Finance Departments' records and Land Use Inventories conducted during August 1992 and February 1995.

General Plan/Zoning Consistency

State law requires general law cities to maintain consistency between their General Plan and zoning ordinance. Since adopting its General Plan in 1970 and its first zoning ordinance in 1958, the City of Lakewood has regularly updated both documents to meet current state requirements. The 1990's, however, brought with it a multitude of issues not previously considered. These areas of concern include: congestion management, air quality, solid waste/recycling, and hazardous waste management.

Land Use Categories

In addition to the requirement of maintaining consistency between the General Plan and zoning ordinance, cities are also required to keep harmony at the land use level on a parcel-by-parcel basis. In accordance with state law, each parcel of land has both a zoning classification and a General Plan land use designation. Zoning classifies parcels by use such as residential, commercial, industrial, etc. Each zoning category (e.g. R-1, M-F-R, C-3) has specific permitted land uses, density requirements, required setbacks, parking requirements, minimum lot size standards, as well as height requirements. General Plan designations, unlike zoning, are not parcel-specific. A General Plan designation will give a density range for a particular land use while zoning will set specific design requirements.

Figure 2.2 displays the existing land use map, and Figure 2.3 displays the proposed General Plan Map. The changes shown on the Land Use map reflect a desire to conform with stable, existing land uses. The land use designations for the City of Lakewood's General Plan are as follows:

Residential Residential land in the City of Lakewood is divided into the two following General Plan land use designations:

Low Density One detached single-family residential unit per lot. Density varies from 0.1 to 8.7 units per acre. These lots are typically zoned as "R-1", "R-A", and "PDSF".

Medium/High Density Two or more residential units per lot; attached or detached. Density varies from 8.8 to 27 units per acre. These lots are zoned as "MFR" and sometimes as "PDMF".

Commercial Retail stores, convenience stores, car dealerships, motels and hotels, professional and administrative offices, business and services. The building height for uses included in the commercial land use designation may range generally from one to six stories in height.

Industrial Industrial land uses in Lakewood contain most uses found in the commercial land use designation, and more intense land uses found such as warehousing, wholesaling, storage facilities (open lot and enclosed) and manufacturing. The building height for uses included in the industrial land use designation shall not exceed four stories or 55' in height.

Public and Quasi-Public Public and quasi-public land includes publicly owned, quasi-public and institutional facilities that provide educational, cultural, and functional (e.g, utilities and infrastructure) opportunities.

Open Space Open Space land includes land that provides passive and active recreational areas and facilities as well as conservation resource areas, such as river beds and parks.

Zoning/General Plan Compatibility Matrix

Table 2.4, "Zoning and General Plan Compatibility Matrix," depicts the consistency relationship between the City of Lakewood's thirteen zoning districts and the General Plan's seven general plan land use designations. The Matrix is used to determine the compatibility of a zoning district to a corresponding General Plan Land Use Designation.

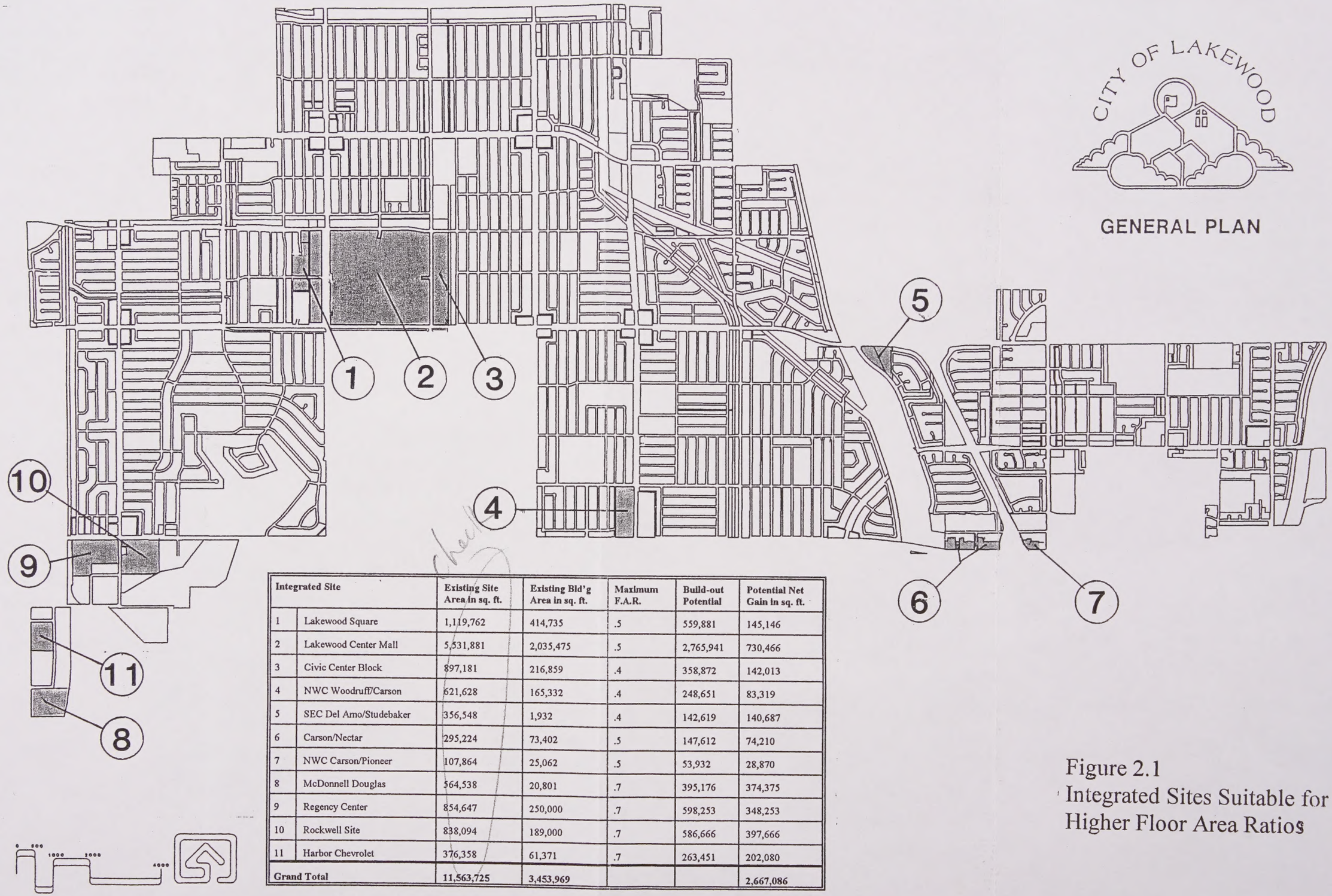
Table 2.4
Zoning and General Plan Compatibility Matrix

ZONING/ GENERAL PLAN DESIGNATION	RESIDENTIAL			COMMERCIAL	INDUSTRIAL	PUBLIC/ QUASI-PUBLIC	OPEN SPACE
	Single Family 0.1 - 8.7*	Multiple Family 8.8 - 27*	Mobile Home Park				
Residential							
R-1(1)	X					O	
R-A	X					O	O
MFR		X				O	
MHP			X			O	
PDSF	X	X				O	
PDMF		X				O	
Commercial							
C-1				X	X	O	
C-3				X	X	O	
C-4				X	X	O	
Industrial							
M-1					X	O	
M-2					X	O	
Open Space							
O-S	X					O	X
Agriculture							
A	X						X

"*" denotes units per acre
"X" denotes zones that are compatible with the noted General Plan designation.
"O" denotes zones that may be found compatible with the General Plan Designation under certain circumstances.
(1) The R-1 zone includes the R-1 7500 and R-1 15000 zones.

CITY OF LAKEWOOD

GENERAL PLAN



Integrated Site		Existing Site Area in sq. ft.	Existing Bld'g Area in sq. ft.	Maximum F.A.R.	Build-out Potential	Potential Net Gain in sq. ft.
1	Lakewood Square	1,119,762	414,735	.5	559,881	145,146
2	Lakewood Center Mall	5,531,881	2,035,475	.5	2,765,941	730,466
3	Civic Center Block	897,181	216,859	.4	358,872	142,013
4	NWC Woodruff/Carson	621,628	165,332	.4	248,651	83,319
5	SEC Del Amo/Studebaker	356,548	1,932	.4	142,619	140,687
6	Carson/Nectar	295,224	73,402	.5	147,612	74,210
7	NWC Carson/Pioneer	107,864	25,062	.5	53,932	28,870
8	McDonnell Douglas	564,538	20,801	.7	395,176	374,375
9	Regency Center	854,647	250,000	.7	598,253	348,253
10	Rockwell Site	838,094	189,000	.7	586,666	397,666
11	Harbor Chevrolet	376,358	61,371	.7	263,451	202,080
Grand Total		11,563,725	3,453,969			2,667,086

Figure 2.1
Integrated Sites Suitable for Higher Floor Area Ratios

CITY OF LAKEWOOD

General Plan

Figure 2.2
Existing General Plan
Land Use Map

CITY OF LAKEWOOD

General Plan

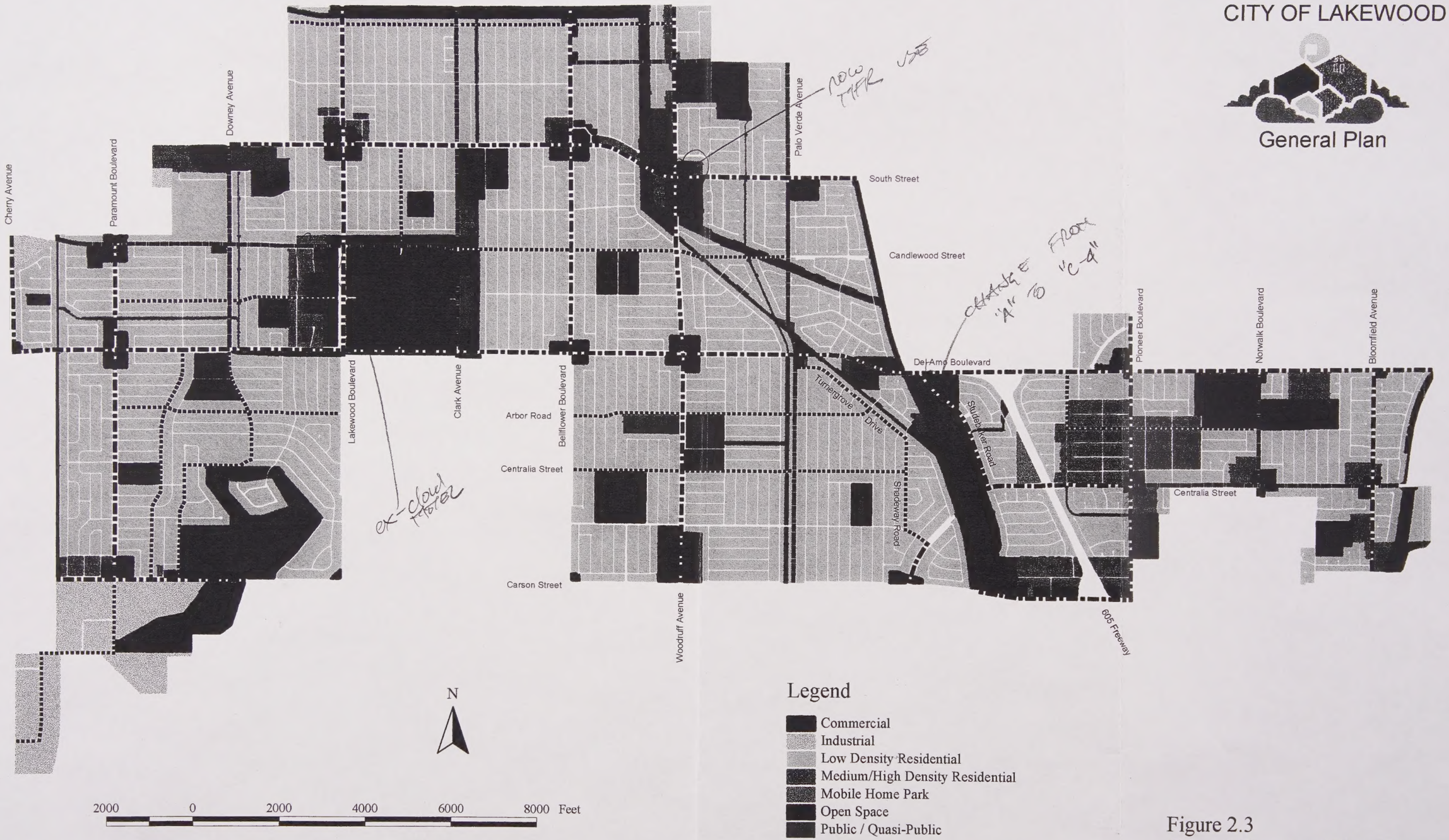


Figure 2.3
General Plan Land Use Map
Adopted November 12, 1996

Aesthetic Considerations

The 1990 General Plan established the mechanism for directing physical design in the City, utilizing the following aesthetic goals:

"A pleasing urban environment which harmoniously and functionally relates to the use of individual property to physical improvements should be preserved and planned so it reflects the high aspirations, values and goals of the people of the City of Lakewood. Human scale should be maintained at all costs."

"Aesthetics and beauty are important development goals very closely interrelated to the other goals. Underlying the visual aspects of the City is the need for organizational and functional cohesiveness. Visual qualities have a strong impact on people and are much deeper than making building fronts prettier. They affect the total environment and can shape the very essence of human aesthetic experience."

"Property improvements can be designed to achieve beauty in their shape and form and in their relationship to the setting and landscape. Owners of buildings and developers of physical and land resources should be encouraged to set an example in forging an aesthetically pleasing approach in their development plans. Objects which are displeasing and offensive to the senses such as commercial signs, service station storage yards, overhead wires, utility yards, liquid storage tanks, etc., should be camouflaged, removed, or beautified with plants, trees, shrubbery, decorative walls, etc."

"A sense of identity and pride in beautifying the City should be a major goal for the citizens of the City of Lakewood. These goals could be widely promulgated to reach everyone whose individual contribution in the remodeling and visual improvement of his home would be a major factor in a citywide beautification program."

The ideals supported by these goals are implemented through a variety of programs, including Lakewood Beautiful, the City's Development Review Board, Underground Utility Districts and other programs.

Lakewood Beautiful Program

The Lakewood Beautiful program is designed to recognize and honor those homes where careful planning in their appearance has been demonstrated. For a more detailed explanation of judging categories, please refer to the Technical Background Report.

Development Review Board

The goals of the General Plan are carried out, in part, through the architectural review of all development within the City. The Development Review Board is responsible for examining development plans including those for single family homes, multifamily residential units, commercial buildings and signs. The Development Review Board consists of a registered architect, a landscape architect, and the Director of Community Development. Development proposals are reviewed by the Board to insure that the design enhances both individual property values and the general aesthetic character of the City. Decisions are based on the Board's policies, the direction of the Planning and Environment Commission, and the City Council.

Underground Utility Districts

The undergrounding of utilities has been part of ongoing Capital Improvement Programs. Table 2.5 shows the underground utility districts that have been completed. The criteria used for determining undergrounding projects are:

1. Such undergrounding will avoid or eliminate an unusually heavy concentration of overhead electric facilities.

2. The street, road, or right-of-way is extensively used by the general public and carries a heavy volume of pedestrian or vehicular traffic; and

3. The street, road, or right-of-way adjoins or passes through a civic area or public recreation area or an area of unusual scenic interest to the general public

Future underground utility districts should incorporate these criteria as part of the underground utility district selection process.

Table 2.5
Completed Underground Utility Districts

UNDERGROUNDING DISTRICT	DATE ADOPTED*	RESOLUTION NUMBER	LOCATION
#1	11-12-68	2050	Bellflower Boulevard (between Ashworth and South)
#2	4-10-73	77-33	Del Amo Boulevard (between Lakewood Blvd. and Clark)
#3	6-26-73	77-48	Lakewood Boulevard (between Del Amo and Candlewood)
#4	10-28-77	77-95	Del Amo Boulevard (between Fidler and Woodruff)
#5	12-19-78	78-101	Bellflower Boulevard (between South and Del Amo)
#6	6-14-83	83-59	Civic Center Area (east of Clark, south of Candlewood, north of Del Amo)
#7	5-01-91	91-09	South Street (Palo Verde to San Gabriel River)
#8	4-25-86	86-15	Vicinity of South and Woodruff
#9	11-24-87	87-100	Candlewood Avenue (west and east of Clark)
#10	11-24-87	87-100	Carson Street (vicinity of Paramount)
#11	2-12-91	90-78	Downey Avenue and Vicinity (south of South Street and north of Candlewood)

Design Assistance, Home Loan Program and Rehab Assistance

City staff planners and plan checkers are available during normal business hours to assist with the commercial and residential development projects. A City Housing Specialist is available during normal business hours to assist low- and moderate- income homeowners with obtaining a home improvement loan. For more information, please refer to the Housing Element and the Technical Background Report.

Goals, Policies, and Implementation Programs

Using the information generated during numerous General Plan study sessions and the City's existing general plan, the following goals, policies, and implementation programs were developed to address land use issues:

1. Goal: Preserve and enhance Lakewood's desirable residential character.

Policies:

1.1 Support the on-going investment in Lakewood's single family housing stock by encouraging home remodels and expansions.

1.2 Protect and maintain Lakewood's parks, bikeways, and other recreational opportunities.

1.3 Protect property values through code enforcement activities to abate zoning and building code violations.

1.4 Assist senior and lower income home owners in maintaining their properties.

2. Goal: Ensure existing and proposed commercial uses are compatible with adjacent residential land uses.

Policies:

2.1 Continue identifying and mitigating noise, traffic, and visual impacts of existing and proposed commercial sites using the Development Review Board.

2.2 In accordance with the City's zoning ordinance, ensure compatible commercial uses are situated adjacent to existing residential uses.

2.3 Continue to make City staff available to assist with the architectural review of new and existing business construction proposals and remodels.

2.4 Continue to use the City's service request and code enforcement programs to correct building and zoning code violations.

3. Goal: Ensure the Lakewood Town Center is maximized to achieve the greatest benefit to the City.

Policies:

3.1 Encourage the development, reuse, and expansion of vacant and under utilized lands at Lakewood Square, Lakewood Center Mall and the Civic Center.

3.2 Encourage appropriate mixed uses at the Lakewood Center Mall that situate housing, jobs, and daily needs within walking distance of each other.

4. Goal: Encourage diversity, quality, and innovation in Citywide land use.

Policies:

4.1 Encourage innovative transportation mechanisms such as joint use parking agreements for park-and-ride facilities, implementation of transit links to both the Blue and Green Lines, and optimization of the City's bus service.

4.2 Utilize specific plans (Government Code 65450 et seq.) to maximize the City's ability to create quality living environments and to address special land use challenges.

5. Goal: Encourage industrial and commercial projects in underutilized areas which will make a positive contribution toward the jobs-housing balance, abating local and regional traffic congestion.

Policies:

5.1 Encourage the development of industrial and commercial uses at the appropriate underutilized sites to provide job opportunities for the local labor force.

5.2 Consider, in any subsequent zoning ordinance revisions, inducements which may be granted to secure projects contributing to a greater balance between job and housing opportunities in Lakewood. This may include allowing development at greater densities.

5.3 In accordance with the City's zoning ordinance, ensure compatibility when industrial and commercial uses become situated near existing residential areas, or other low intensity uses.

5.4 Ensure that off-street parking is provided in conjunction with the development of underutilized industrial and commercial sites.

6. Goal: Physical improvements within the City shall be attractive and relate well with the surrounding setting and landscape. Less pleasing aspects of development shall be tempered with appropriate physical and/or landscape designs.

Policies:

6.1 Temper the less pleasing aspects of development, such as commercial signs, above ground storage tanks, parking lots, large expanses of plain or stucco walls, roof-mounted equipment, etc.

6.2 Continue to make City staff available to assist with the design review of construction proposals and remodels.

7. Goal: To encourage all residents and property owners to contribute to the visual quality of the City by making

improvements to, and maintaining, their property at the highest standard that creates pride and a sense of identity.

Policies:

7.1 Support the on-going investment in Lakewood's single family housing stock by encouraging home remodels and expansions.

7.2 Assist senior and lower income home owners with the maintenance of their properties.

Implementation Programs

Implementation programs are tools used to carry out the general plan. The numbers shown in italics indicate the policy (or policies) that is supported by that program.

Program 1. Continue to utilize the Development Review Board (DRB) for reviewing development projects. The City should examine methods of encouraging property owners to seek the assistance of the DRB.
1.1, 2.1, 2.2, 2.3, 5.3, 5.4, 6.1, 6.2, 7.1

Program 2. Continue to hold the Lakewood Beautiful program, and search for other incentives for homeowners to improve their property.
1.1, 3.1, 3.2, 7.1

Program 3. The City shall actively participate in the development and implementation of the regional bikeway master plan, and shall explore ways of connecting Lakewood bikeways to those of other cities.
1.2, 2.1, 3.2, 4.1, 4.3, 6.1

Program 4. Ensure that Capital Improvement Programs meet the needs of residents with regards to improving existing parks, bikeways and other recreational opportunities.
1.2, 2.1, 3.2, 4.1, 4.2, 6.1

Program 5. Continue to utilize the City's code enforcement department to resolve code violations and other related issues.
1.3, 2.1, 2.4, 6.1

Program 6. Input code enforcement case locations into the Geographic Information System, to identify areas with chronic code violation problems.
1.3, 2.1, 2.2, 2.4, 6.1

Program 7. Continue to administer the home loan program and to aggressively search for additional funding sources.
1.1, 1.4, 7.2

Program 8. Create a program where volunteers assist other property owners with maintenance and repair of residential properties.
1.1, 1.4, 7.2

Program 9. Utilize a Geographic Information System to construct models of traffic circulation and parking resources and continue to analyze the feasibility of creating joint use parking districts where appropriate.
2.1, 2.2, 3.1, 4.1, 5.2, 5.3, 5.4, 6.1

Program 10. Explore alternative forms of zoning such as overlay zoning and performance zoning, to allow residential uses to be integrated into large commercial centers, and to increase commercial and industrial floor area ratios.

2.2, 3.1, 3.2, 5.1, 5.2, 5.4

Program 11. Survey other cities to determine development standards for mixed use projects. *2.2, 3.1, 3.2*

3.0 Circulation

Introduction to the Circulation Element

The circulation element focuses on Lakewood's network of streets and highways, as well as public transit, bicycle routes, and truck routes. Section 65302(b) of the Government Code requires each city to have a circulation element that addresses the general location and extent of existing and proposed thoroughfares, transportation routes, terminals, and other local public facilities. This element also contains information about public transit facilities, truck routes, railroads, and bicycle routes. For more technical data for each of these topics, please refer to the Technical Background Report.

The circulation element also contains specific data such as traffic counts, accident rates, and street capacity standards. This data is used to make informed decisions about street improvements (such as traffic signals and roadway widening) and the City's circulation system's ability to serve existing and future transportation needs. State law requires the goals and policies contained in the land use and transportation elements to be closely correlated. For example, if a city's land use element calls for expanded population growth, then there must be proposals contained in the transportation element that address how the transportation demands of the increased population may be met.

Streets and Highways

Street Circulation System

Lakewood's street circulation system is arranged on a hierarchial grid pattern. The most heavily traveled routes in and around the city are freeways, followed by major arterials, minor arterials, collector streets and then local streets. Local streets provide direct access to properties and are typically designed to discourage through traffic. Right-of-way width standards and street classifications are depicted below in Table 3.1 and in Figure 3.1.

Table 3.1
Arterial Classification and Right-of-way Standards

STREET CLASSIFICATION	RIGHT-OF-WAY WIDTH	ROADWAY WIDTH	MINIMUM WIDTH FOR STREETS PROVIDING MFR ACCESS*
Arterials:			
Major	100'	84'	84'
Minor	80'	64'	64'
Collector Streets:	60'	36'	40'
Local Streets:	60'	36'	40'

*MFR stands for Multiple Family Residential zoning

The Technical Background Report lists all of the major and minor arterials roadways and collector streets, including the standards for rights-of-way and pavement widths, existing roadway widths and the number of lanes.

Average Daily Traffic Volumes

The Average Daily Traffic, or ADT, together with information regarding roadway widths and lane configurations, is used to determine the capacity utilization or Volume to Capacity (V/C) ratios for each roadway link. For a detailed explanation on how the V/C ratio is calculated, please refer to the Technical Background Report.

Using roadway capacity information, the corresponding Level of Service (LOS) is determined for each roadway link. LOS is the ratio of measured traffic volume to the carrying capacity of the roadway or intersection. Based on this ratio, letter designations are assigned to ranges of LOS to describe the quality of traffic flow. Since LOS "D" is generally accepted as the minimum design level for urban areas, those links below LOS "D" are considered deficient based on current traffic demand. Since peak hour will always represent the worst case for LOS, each segment was analyzed during the peak hour and in the peak direction. No segments were found to be operating below LOS "D".

Intersection Turning-Movement Counts

During June and July 1989, both A.M. and P.M. peak period turning-movement counts were conducted at 24 signalized intersections. The counts were conducted at the identified intersections in order to assess the existing traffic conditions along the major arterial roadways. These turning movement counts have been adjusted using 24-hour traffic volumes collected in 1992.

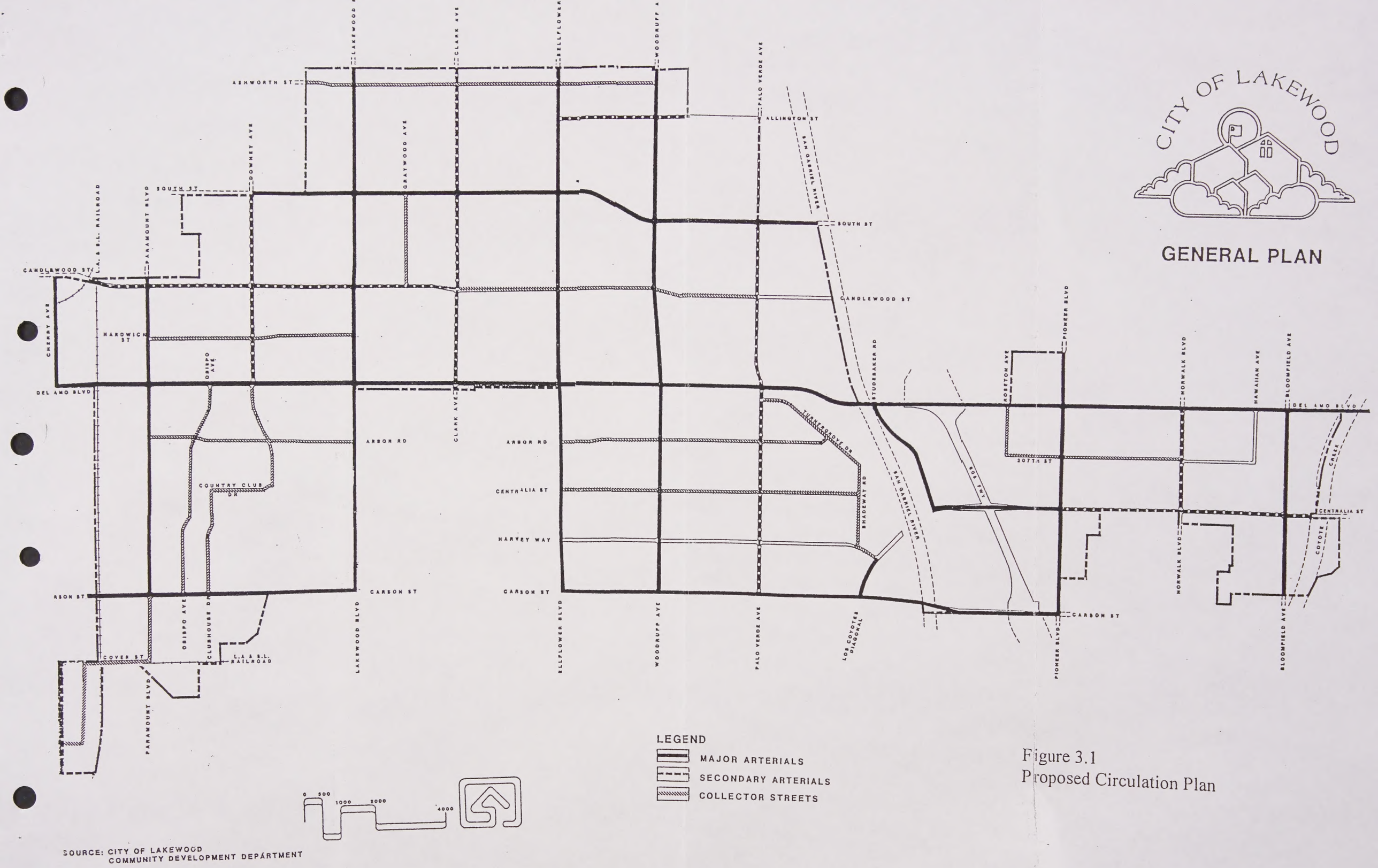
The 24 intersections were chosen based on their 24-hour traffic volumes, together with consideration for gathering sufficient data to evaluate the traffic signal systems along each corridor. The peak-hour capacity utilization was calculated for each intersection, using the Intersection Capacity Utilization (ICU) method of analysis. In addition, the corresponding Level of Service (LOS) was determined for each intersection for each peak period. The results of the analysis are summarized in the Master Environmental Impact Report.

Except for Del Amo at Studebaker, all intersections indicated operated at LOS "D" or better during the A.M. peak period. Seven intersections operated at LOS "E" or "F" during the P.M. peak period.

State and federal mandates require Lakewood and its neighboring communities to collectively solve the region's transportation and related air quality problems. In order to reduce the number of vehicle miles traveled (VMT) during the next two decades, the City and private industry will be required to facilitate car pooling and other transportation programs which decrease resident's dependency on the automobile.

Public Transportation

Public transportation in the City of Lakewood is offered by three public transit providers: Long Beach Transit District, Los Angeles County Metropolitan Transportation Authority (MTA), and Orange County Transportation Authority (OCTA).



SOURCE: CITY OF LAKEWOOD
COMMUNITY DEVELOPMENT DEPARTMENT

Figure 3.1
Proposed Circulation Plan

Long Beach Transit District

Long Beach Transit District has routes traveling in a north-south and east-west direction along several of Lakewood's main arterials. Long Beach Transit provides public transportation throughout Long Beach and other south bay cities with bus connections to Orange, San Bernardino, and Ventura Counties, and points of destination throughout the greater Los Angeles Basin.

The Los Angeles County Metropolitan Transportation Authority (MTA)

MTA has two routes traveling in an east-west direction throughout portions of Lakewood. MTA bus service provides both direct and connecting public transportation service to points throughout Southern California.

Orange County Transportation Authority (OCTA)

OCTA has one route traveling through the eastern portion of the City, bordering the City of Cerritos. OCTA provides public transportation to Orange County and Long Beach area points of destination, with connecting service to MTA and Long Beach Transit District bus routes.

"Dependable, Accessible, Senior and Handicapped Transportation" (DASH)

DASH is a free transportation service operated by the City. DASH travels within and outside the City's boundaries to serve its riders' destinations. Dial-a-Lift is a fee-for-service transit system provided for Lakewood residents by the Long Beach Transit System. Both of these transit services are available to senior and handicapped individuals.

The MTA Blue Line

The Blue Line, which opened in 1990, extends from downtown Long Beach to downtown Los Angeles. At the present time, the closest Blue Line station to Lakewood is located in the vicinity of the Long Beach Freeway on Del Amo Boulevard. The station is serviced by the MTA and Long Beach Transit. In 1991, it was estimated the Blue Line provided transportation for 12,000 riders per day.

The MTA Red Line

The Red Line, which connects to the Blue Line, provides transportation from Union Station to downtown destinations as far as MacArthur Park.

The MTA Green Line

The Green Line utilizes the center of the I-105 Glen Anderson Freeway. Buses and the Blue Line provide connecting services to most Green Line stations.

Bicycle Routes

Most of Lakewood's bicycle route system is consistent with the City's existing bikeway plan. The bikeway routes will be integrated with the regional bikeway system, now under development. The three classifications of bicycle routes in Lakewood are as follows:

> Class I Bikeway (Bike Path) provides for bicycle travel on rights-of-way, separate from streets and highways. Bike paths serve corridors that are not accessible by streets or highways or where wide rights-of-way exist. Common applications for bike paths are along rivers, ocean fronts, utility

rights-of-ways, college campuses, and within and between parks.

Class II Bikeway (Bike Lane) provides a striped one-way travel lane on a street or highway. Bike lanes are common along streets where there is significant bike demand and adequate pavement width. They accommodate bicyclists through corridors where sufficient room exists for safe bicycling on street.

Class III Bikeway (Bike Route) provides shared use with pedestrians and motor vehicles. Bike routes provide continuity to other bicycle facilities (usually Class II) and guide bicyclists to preferred travel routes.

Figure 3.2 and Figure 3.3 show Lakewood's existing and proposed bicycle routes.

Truck Routes

The following streets are designed as unrestricted and through-passage truck routes. These streets are designed for use of vehicles in excess of 6,000 pounds within the City of Lakewood:

- Bellflower Boulevard (north City limits to South Street)
- Carson Street
- Cherry Avenue
- Lakewood Boulevard
- Pioneer Boulevard
- South Street
- Woodruff (north City limits to South Street)

Figure 3.4 shows the truck routes in Lakewood. The truck routes in Lakewood connect with truck routes in adjacent cities to form an integrated surface street network for the movement of trucks (see the Technical Background Report for a map of truck routes in adjacent cities).

Railroads

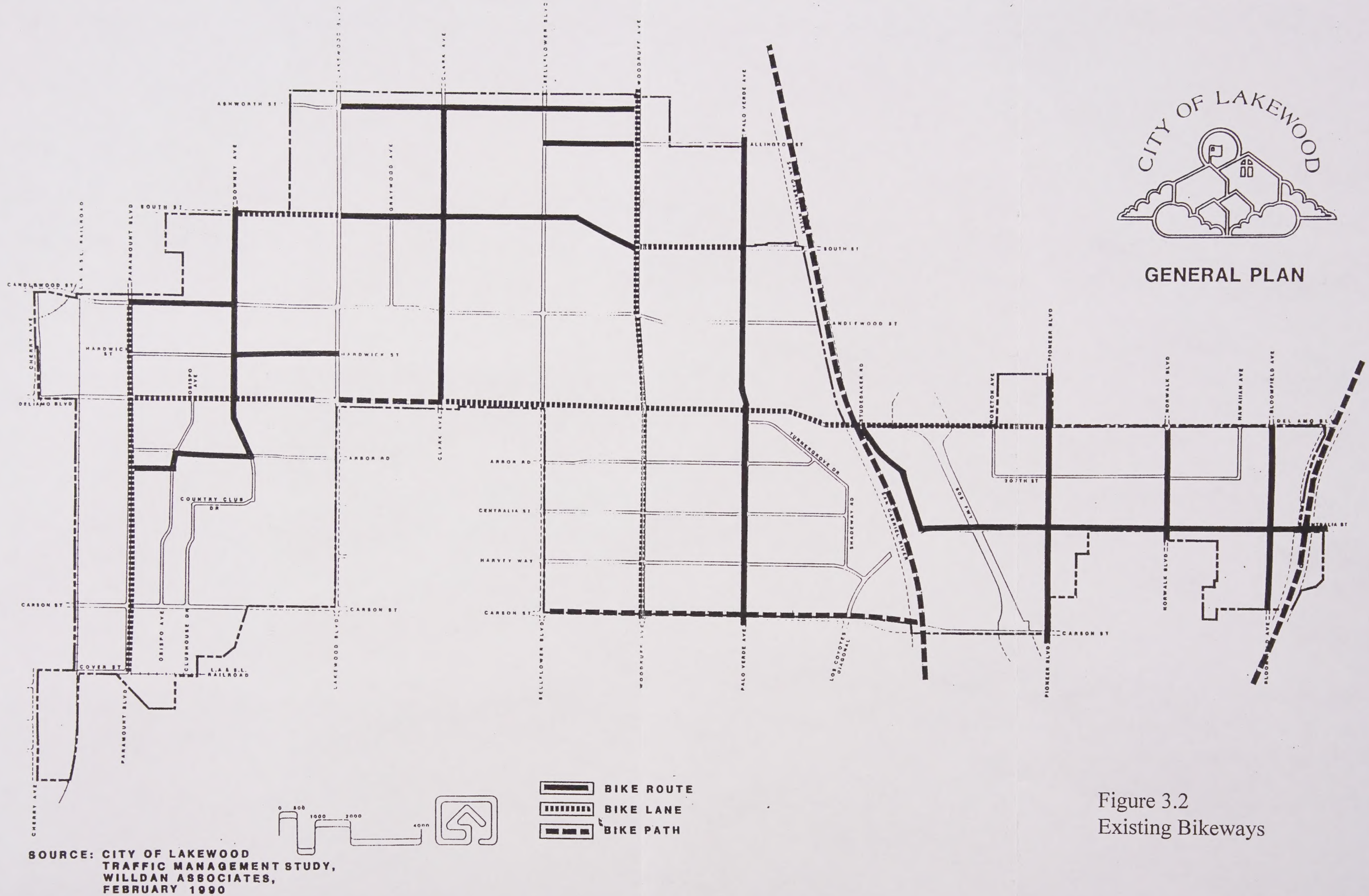
Railroad Freight Service

Two Union Pacific Railroad lines traverse the western portion of the City in a north/south direction. One line traverses the northwest corner of the City diagonally and operates several times during the course of a 24-hour period, depending on customer needs. The second line is a branch line that normally operates just once a day, and connects with the aforementioned line just north of Candlewood Street.

A Southern Pacific Railroad branch line passes a corner of the City near Del Amo Boulevard and the Los Angeles/Orange County line. This line does not currently provide service to Lakewood and normally operates once a day.

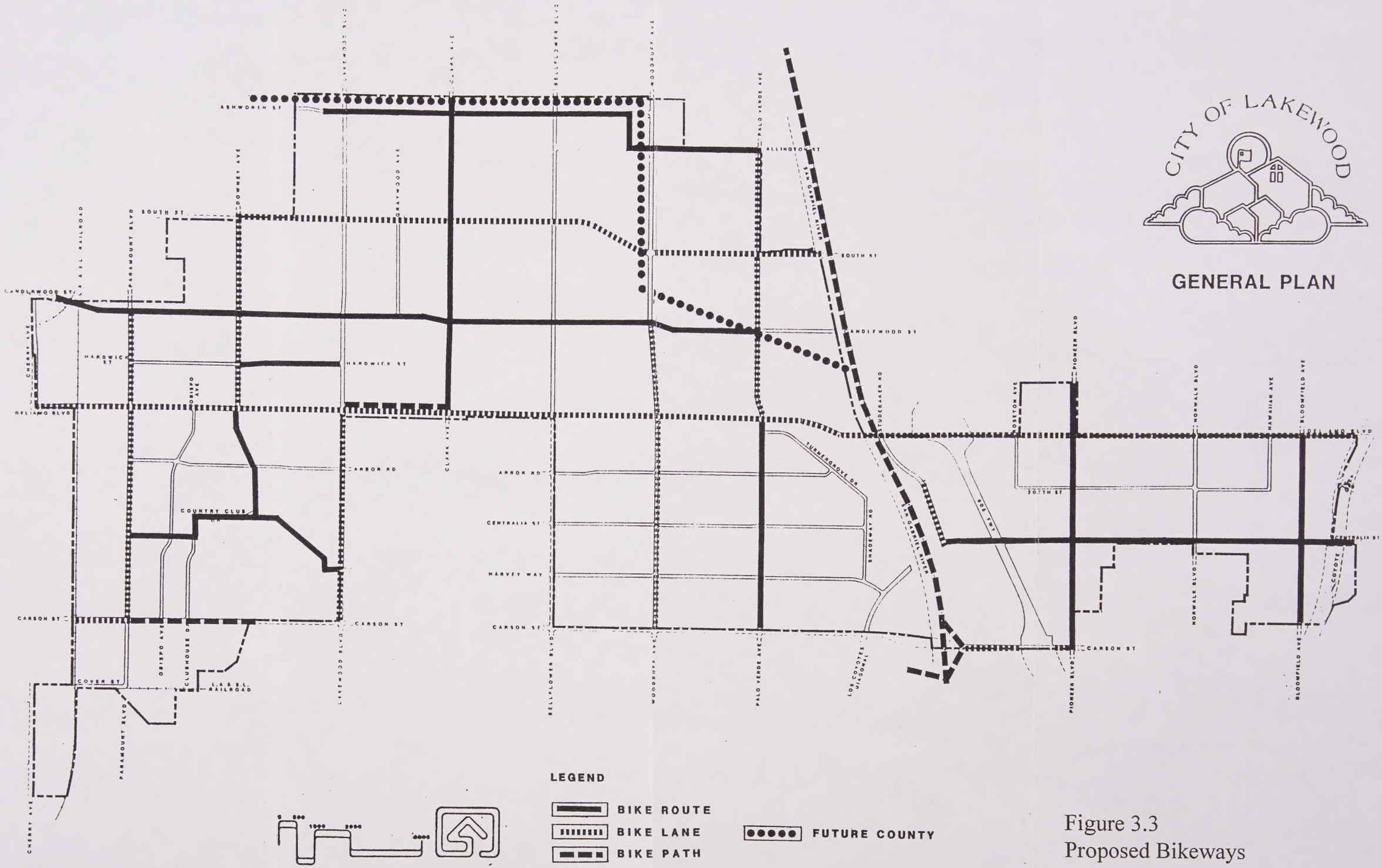
Railroad Passenger Service

Currently, railroad passenger service is not provided to Lakewood. The nearest Amtrak station is located approximately eight miles to the north, in the City of Commerce. The second nearest station is located approximately twelve miles to the east, in the City of Fullerton. The Fullerton station is also utilized by Metrolink commuter trains. A closer Metrolink commuter rail station is about six miles to the north, in the City of Santa Fe Springs.



SOURCE: CITY OF LAKEWOOD TRAFFIC MANAGEMENT STUDY, WILLDAN ASSOCIATES, FEBRUARY 1990

Figure 3.2
Existing Bikeways



SOURCE: CITY OF LAKEWOOD
TRAFFIC MANAGEMENT STUDY
WILLDAN ASSOCIATES
FEBRUARY 1990

Figure 3.3
Proposed Bikeways

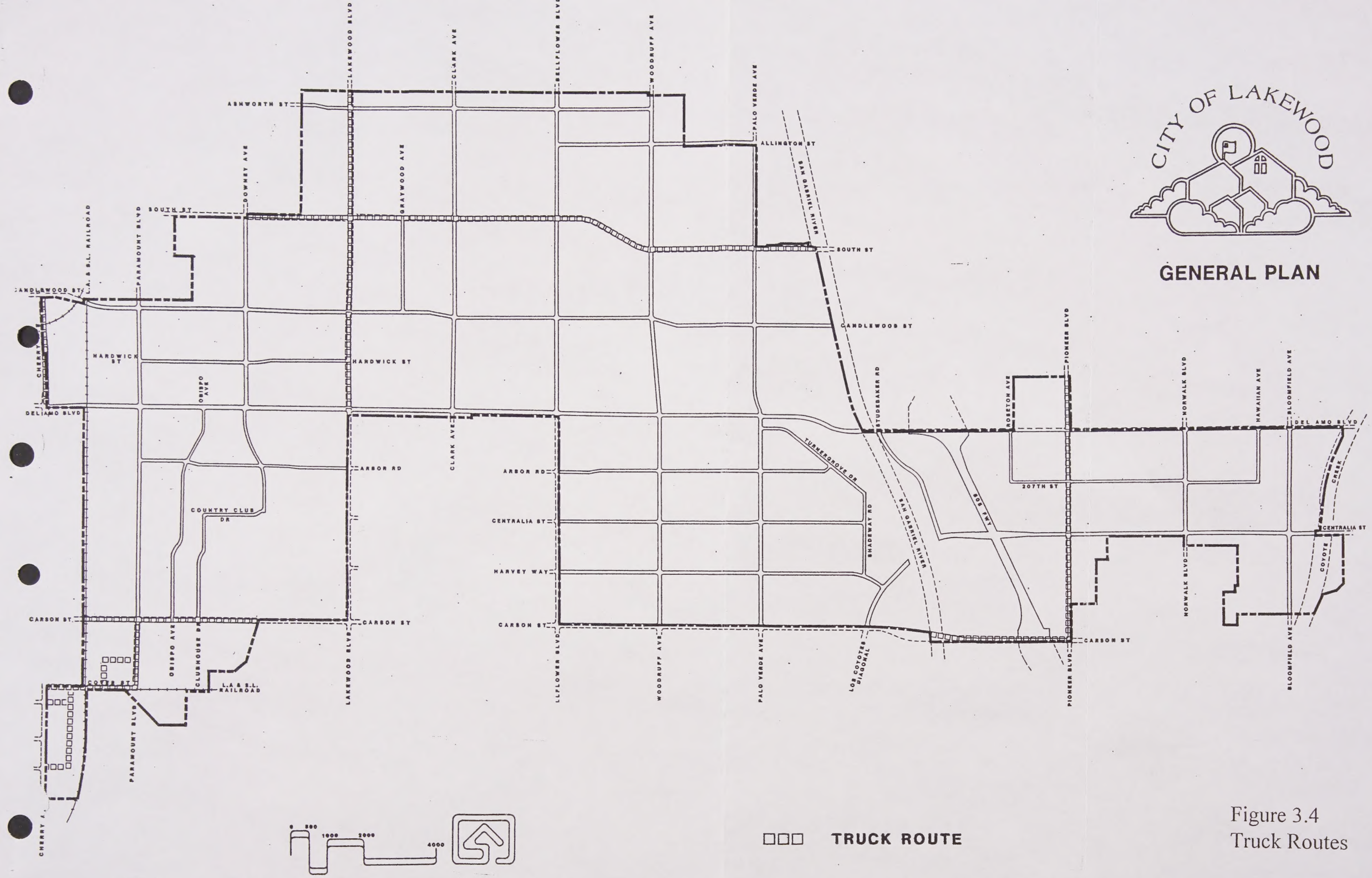


Figure 3.4
Truck Routes

Airports

Long Beach Airport

Long Beach Airport lies south of Lakewood, in the City of Long Beach, between Cherry Avenue and Lakewood Boulevard. Long Beach Airport provides limited service to destinations inside of the United States.

Los Angeles International Airport

Los Angeles International Airport is located about 15 miles northwest of Lakewood. The airlines flying out of Los Angeles International Airport provide service to destinations within the United States and abroad.

John Wayne Airport-Orange County

John Wayne Airport-Orange County, is located about 18 miles southeast of Lakewood. Airlines flying out of John Wayne Airport provide service to destinations inside of the United States.

Goals, Policies, and Implementation Programs

Using the information generated during General Plan study sessions and the City's existing general plan, the following goals, policies, and implementation programs were developed to address circulation issues:

1. **Goal: Maintain a fully developed network of arterial and collector streets which permit the safe and efficient movement of people and goods in harmony with the environment.**

Policies:

1.1 Require all roadway and transit improvements to conform to the City's adopted roadway standards.

1.2 Require dedication of right-of-way and construction of public improvements on streets adjacent to construction projects.

1.3 Direct traffic from local streets to the collectors and arterial streets to reduce traffic on local streets and improve neighborhood safety and environmental quality.

1.4 Coordinate with other jurisdictions to develop a system of highways and arterials which meet the demand for regional transportation.

1.5 Continue to monitor and improve roadways and intersections to achieve optimum service levels adjacent and leading to the Lakewood Center Mall.

1.6 Maintain a Level of Service (LOS) D or better for all roadway segments and intersections.

1.7 Manage on-street parking to preserve convenient accessibility for residential and commercial uses, while regulating parking to provide for safety and sanitation.

1.8 For improved safety, driveway aprons should be located as far as possible from all intersections, or whenever conditions allow, a minimum of 100 feet from all intersections.

2. Goal: Abate local traffic congestion associated with the development of new industrial and commercial uses at underutilized sites.

Policies:

2.1 Assist new commercial and industrial businesses in finding ways of mitigating local traffic congestion resulting from their introduction to the community.

3. Goal: Facilitate an accessible, efficient public transit system as a viable alternative to the automobile.

Policies:

3.1 If fiscally possible, maintain existing service levels of the city-operated Dependable, Accessible, Senior, and Handicapped Transportation (DASH) bus service.

3.2 Provide bus stops and related improvements for all major new developments along arterials and collectors, or alteration of routes, as appropriate.

3.3 When evaluating proposed developments, review existing transit services and potential transit needs associated with the development. Provide bus stops and related improvements for all major new developments along arterials and collectors, or alteration of routes, as appropriate.

3.4 Encourage Long Beach Transit, MTA, and OCTA, to use the same bus stops and to synchronize schedules to facilitate transfers between lines.

3.5 Upgrade all existing bus stops and pedestrian facilities to meet disabled accessibility standards.

4.0 Goal: Facilitate convenient and safe pedestrian, bicycle and other modes of transportation that decrease dependance upon motorized vehicles.

Policies:

4.1 Promote the use of bicycles and other alternative modes of transportation.

4.2 Maintain, improve and expand where feasible the existing bikeway network in accordance with the city's adopted bikeway plan.

4.3 Improve pedestrian safety by continuing to implement the sidewalk maintenance and repair program.

4.4 Where fiscally possible, provide curb ramps throughout the network of sidewalks to expand and improve pedestrian accessibility to the physically challenged.

5.0 Goal: Continue to maintain scenic highways conforming to the resource management element of the general plan.

Policies:

5.1 Continue to maintain existing scenic city entry points, landscaped medians, and other roadway improvements throughout the City.

5.2 Maintain and preserve that portion of the urban forest located within the public right-of-way to help minimize the negative impacts associated with major streets.

6.0 Goal: Reduce the number of daily traffic trips generated in the City.

Policies:

6.1 Encourage the development and use of local and regional park-and-ride facilities.

6.2 Inform the public on how to reduce the number of automobile trips.

6.3 Encourage local employers to reduce the number of single occupancy vehicles arriving at the work site.

Implementation Programs

Implementation programs are the tools directly used to carry out the general plan. The number shown in italics following each implementation program indicates the policy (or policies) that is supported by that program.

Program 1. Develop a local congestion management program which identifies key intersections where congestion is likely to occur as a result of increased traffic volumes, and schedule improvements to mitigate operational deficiencies, in coordination with the regional congestion management program.
1.1, 1.2, 1.3, 1.4 ,1.5, 1.6, 6.1

Program 2. Continue to develop and conduct a comprehensive traffic engineering program, which seeks to analyze, maintain and improve the City's system of roadways and traffic controls.
1.1, 1.2, 1.3, 1.4 ,1.5, 1.6

Program 3. Continue to follow existing protocol in working with adjacent cities for making street and other public works improvements.
1.1, 1.5, 1.6

Program 4. Mitigate the potential negative impacts to safety and aesthetics by continuing to prohibit the on-street parking of commercial vehicles (weighing in excess of 6000 pounds) on residential collector, and local streets.
1.7

Program 5. Stimulate the development of off-street parking and loading facilities for existing and proposed residential, commercial, and industrial uses.
1.7

Program 6. Continue to utilize the Development Review Board for reviewing projects and ensuring that projects provide safe access to public thoroughfares.
1.8

Program 7. Establish traffic impact fees for future projects to mitigate any long term effects as a result of increases in traffic volumes. These fees shall be used for

transportation improvements that serve the immediate vicinity of the project site.
2.1, 6.1, 6.3

Program 8. Encourage employers to create carpool programs for their employees and to encourage the use of alternative forms of transportation.
2.1, 6.1, 6.3

Program 9. Continue to operate the DASH program with Proposition C funds, and evaluate new funds as they become available.
3.1

Program 10. Continue to construct curb cuts and other amenities for disabled accessibility that provides access to bus stops, utilizing existing funding resources and evaluating new funding sources as well.
3.2, 3.5

Program 11. Continue to construct bus stop pads and pedestrian access to such pads when appropriate. Continue to use existing funding sources for these projects as described in the Capital Improvement Program and evaluate new funding sources as they become available.
3.2

Program 12. The City should periodically research rider satisfaction of public transit, then evaluate services for negotiating improvements.
3.2, 3.3, 3.5

Program 13. The City should encourage public transit providers to establish bus stops near new developments that will become points of destination/origin for public transit users.
3.3

Program 14. As public transit providers make significant changes to routes and schedules, the City shall work with these agencies to consolidate bus stops and to coordinate new bus schedules with existing schedules when possible.
3.4

Program 15. Supply local bike shops with maps indicating bicycle lanes, routes and paths in the City. These maps should be made free to the public.
4.1

Program 16. Inform Lakewood residents of bicycle lanes, routes and paths in the City, by including information, and bike route maps in the City newsletter, Lakewood Living.
4.1

Program 17. Post bike route signs at appropriate locations to help cyclists find and utilize designated bike lanes, routes and paths.
4.1

Program 18. Continue to implement the City's proposed bikeway plan using AB 2766 funds. The City shall also evaluate new funding sources as they become available, to implement this policy.
4.2

Program 19. The City should continue to participate in the creation of the regional bikeway plan by attending meetings with the Metropolitan Transportation Authority (MTA), and other City departments concerned with the implementation of this policy.
4.2

Program 20. The City shall continue to maintain and improve sidewalks in the City,

utilizing current funding sources and evaluate new funding sources as they become available.
4.3

Program 21. The City shall continue to maintain existing scenic entry points, landscaped medians, and other roadway improvements, utilizing current funding sources and evaluate new funding sources as they become available.
5.1

Program 22. The City shall continue to maintain and improve street trees under the City's Street Tree Forestry program, utilizing current funding sources and aggressively evaluating new funding sources as they become available.
5.2

Program 23. The City should investigate the possibility of creating park and ride facilities. The City should consider preparing a questionnaire of Lakewood residents to determine if there is a need for such facilities, and where such facilities would be conveniently located.
6.1, 6.3

Program 24. Encourage Lakewood residents to combine automobile trips by using a "direct marketing" approach. Lakewood's residents can learn about reducing their driving through city newsletters, telephone, and the Internet.
6.2

4.0 Conservation

Introduction to the Conservation Element

The conservation element focuses on Lakewood's resource management efforts. Section 65302(d) of the Government Code requires each city to have a conservation element that addresses the conservation, development, and utilization of natural resources. These resources include water, soils, minerals and other natural resources. Because Lakewood is located in a highly urbanized area, this conservation element also addresses solid waste reduction, recycling and preservation of scenic highways.

Water Resources

Rivers and Other Bodies of Water

Lakewood is traversed by the "channelized" San Gabriel river. That San Gabriel river serves as a collector for storm run-off waters for the region. There are smaller drainage channels that feed into the San Gabriel river. Bouton Lake, located at the golf course, is an artificial lake that was once an artesian well. There are no harbors or fisheries in Lakewood.

Water Conservation and Preservation Efforts

The City of Lakewood has taken numerous proactive actions in the areas of water conservation and ground water preservation. These programs include:

Reclaimed Water Reclaimed water is supplied by the Los Angeles County Sanitation District to the City of Cerritos. Lakewood then purchases the reclaimed water from Cerritos and uses it for irrigation at schools and other public facilities.

The City of Lakewood Water Resource Management Strategic Plan This plan, adopted by the City Council in 1990, includes policies and related activities for the preservation and protection of local groundwater supplies.

Water Conservation This plan, adopted by the City Council in 1991, addresses water conservation measures.

For more detailed information about these programs, please refer to the Technical Background Report.

Storm Water and Urban Runoff Mitigation

When storm waters and urban runoff carry pollutants from surface streets and other urban areas through the storm drain system and eventually to the ocean, our natural resources and the environment can be threatened. In 1987, the federal Clean Water Act was amended to include the provisions of the National Pollutant Discharge Elimination System (NPDES), which requires local governments to implement policies that seek to reduce such pollutants. In 1990, cities in Los Angeles County were required to obtain NPDES permits, either individually or as co-permittees under a single "group" permit coordinated by the County of Los Angeles. For reasons of cost and convenience, 87 out of 88 subject cities, including Lakewood, chose to become co-permittees.

The 87 co-permittees were divided into three watershed groups or "phases"; Phase I (Santa

Monica Bay), Phase II (Los Angeles River) and Phase III (San Gabriel River). Each watershed group was assigned a staggered implementation schedule; Phase I started in 1991, Phase II started in 1992 and Phase III (including Lakewood) started in 1993.

Under the previous NPDES permit, each agency was required to meet certain obligations including:

-An assessment of existing City activities that operate directly or indirectly to reduce pollutant loadings in storm water and non-storm water runoff.

-An analysis of the City's current ability to meet legal authority requirements for controlling and regulating storm water and non-storm water discharge to the municipal storm water system.

-The development of an Early Action Best Management Practices Plan (EABMP) consisting of existing policies, practices, procedures, and codes that have been modified to serve as best management practices.

Lakewood has implemented various tasks for the upcoming NPDES permit process. For a more detailed description of the City's accomplishments as a NPDES co-permittee, please refer to the EABMP Plan.

Solid Waste Reduction and Recycling

The City of Lakewood contracts with a private company for citywide solid waste disposal services. According to the City of Lakewood Source Reduction and Recycling Element (SRRE) (revised in January 1995) during the 1990 calendar year, Lakewood disposed of approximately 74,030 tons of residential, commercial, and industrial waste. About 93 percent of this waste is transferred to and processed at the Southeast Resource Recovery Facility (SERRF), a waste-to-energy plant built in Long Beach in 1988. The remainder of Lakewood's solid waste (about 7%) is disposed at the Puente Hills Landfill.

The City of Lakewood began delivering waste to the SERRF transformation plant shortly after its completion in 1988. The technology utilized at the SERRF plant is a "mass burn" technology that was developed by the L & C Steinmuller Company of West Germany. "Mass burning" reduces the volume of waste burned by about 70 percent. Residential and commercial solid waste is combusted in high temperature boilers to produce steam which then spins a turbine generator to produce electricity. On a daily basis, SERRF generates enough electrical energy to operate the plant, in addition to providing enough electricity for about 35,000 homes.

In 1991, the Legislature passed the California Integrated Waste Management Act, AB 939, which requires all local agencies to demonstrate 25 percent diversion by January 1, 1995, and 50 percent by the year 2000. AB 939 was enacted because there would otherwise be too few landfills and landfill capacity to assure adequate disposal capacity for all Californians through a 15 year planning period extending into the next century.

According to AB 939, each local agency was required to develop a written plan of action, documenting how the jurisdiction would achieve the mandated diversion by the compliance deadlines. In response to AB 939,

the City of Lakewood joined representatives from 22 southeast area cities to regularly meet with consultants and Sanitation District and County representatives. The purpose of this group was to prepare a plan to achieve the solid waste reduction goals mandated by AB 939. The result, "The City of Lakewood Source Reduction and Recycling (SRRE) and Household Hazardous Waste (HHW) Elements," will become part of the Countywide siting element that will be submitted to the California Integrated Waste Management Board (CIWMB) for final approval.

The SRRE describes the rationale for selection and implementation of all the feasible programs for source reduction, recycling, and composting. The SRRE also identifies the amount of disposal capacity required for the next 15 years after implementation of the SRRE programs. At present, only 7 percent of Lakewood's waste needs disposal capacity.

Forests

There are no natural forests or woodlands in the City of Lakewood; native chaparral and grasses have been removed over the years, and have been replaced by other species of vegetation. The City, however, does have "urban forests" that have evolved out of the "City of Lakewood Master Tree List and Tree Planting Program." This street tree program utilizes about 31 species of trees and should continue to be implemented.

Soils

Lakewood's soils are alluvial in nature, having been deposited over time by the San Gabriel river and its tributaries. The soils are predominantly clays and silts. There are four main soil associations in Lakewood: Ramona-Placentia soils, Chino Soils, Hanford Soils and Foster Soils. For more information and the location of these soils, please refer to the Natural Resources section of the Technical Background Report. Due to the generally flat topography of the City, soil erosion does not pose a significant problem.

Wildlife

The few vacant lots remaining in the City are utilized by animal species that have adapted to highly disturbed environments. Such animal species typically include squirrels, rabbits, certain rodent species, and birds. No plant or animal species considered sensitive, rare or endangered are known to exist in the City.

Mineral Resources

According to the State of California, Division of Mines and Geology, there is adequate information indicating that no significant mineral deposits are present, or that there is little likelihood of their presence for most areas in Lakewood. There is a small area containing mineral deposits, the significance of which cannot be evaluated from available data, and there is a small area where available information is inadequate for assignment to any other Mineral Resource Zone (MRZ).

Most of Lakewood is classified as MRZ 1, an area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. For more information on the classifications of MRZ's and their location in Lakewood, please refer to the Technical Background Report.

Goals, Policies, and Implementation Programs

The following goals, policies, and implementation programs address conservation issues in Lakewood:

1. Goal: Preserve existing scenic highways and related amenities.

Policies:

1.1 Continue to maintain existing scenic city entry points, landscaped medians, and other roadway improvements throughout the City.

1.2 Continue to utilize the "City of Lakewood Master Tree List and Tree Planting Program" for street tree maintenance and replacement.

1.3 Actively pursue the undergrounding of overhead utilities throughout the City.

2. Goal: Protect Lakewood's ground water aquifers from depletion and pollution.

Policies:

2.1 Comply with the City's adopted goals and policies pertaining to ground water conservation and protection contained in such documents as the "City of Lakewood Water Management Strategic Plan", "Water Conservation Ordinance", and the "Drought Contingency Plan".

2.2 Promote the continued use and expansion of reclaimed water as a method for conserving Lakewood's water resources.

2.3 Continue to implement the provisions of the National Pollution Discharge Elimination System (NPDES).

3. Goal: Participate in efforts to extend the useful life of land fills used by Lakewood.

Policies:

3.1 Comply with the City's adopted goals and policies pertaining to solid waste reuse, reduction, and recycling contained in the Source Reduction and Recycling Element and Household Hazardous Waste Element.

Implementation Programs

Implementation programs are the tools directly used to carry out the General Plan. The number shown in italics following each implementation program indicates the policy (or policies) that is supported by that program.

Program 1. The City shall continue to maintain and improve scenic entry points, roadway amenities and landscaped medians, utilizing current funding sources and exploring new funding sources.
1.1

Program 2. Lakewood shall continue to utilize and implement the "City of Lakewood Master Tree List and Tree Planting Program".
1.2

Program 3. The City should review the Master Tree List and Tree Planting Program to ensure that these programs continue to meet the City's goals.
1.2, 2.1

Program 4. Lakewood should discourage the removal of healthy trees from private property, and shall minimize their removal from rights-of-way.
1.1, 1.2

Program 5. The City shall continue to implement Utility Undergrounding Projects, utilizing the City's Capital Improvement Program.
1.3

Program 6. The City shall actively search for, and consider, new funding sources for the undergrounding of overhead utilities.
1.3

Program 7. Lakewood shall continue to implement the "City of Lakewood Water Management Strategic Plan", "Water Conservation Ordinance", and the "Drought Contingency Plan".
2.1

Program 8. Educate the public about the benefits of using reclaimed water. Lakewood's residents can learn about reclaimed water in the City newsletter, Lakewood Living.
2.1, 2.2

Program 9. Continue to pursue funding sources for the maintenance and expansion of the City's reclaimed water system.
2.1, 2.2

Program 10. Continue to implement programs outlined in the Early Action Best Management Practices Plan (EABMP).
2.3

Program 11. Continue to explore new funding sources for the maintenance and expansion of the City's Early Action Best Management Practices Plan (EABMP).
2.3

Program 12. Lakewood shall continue to comply with the City's adopted goals and policies pertaining to solid waste reuse, reduction, and recycling contained in the Source Reduction and Recycling Element and Household Hazardous Waste Element.
3.1

5.0 Open Space

Introduction to the Open Space Element

The open space element focuses on the preservation and expansion of passive and active open space lands in the City of Lakewood. Section 65302(e) of the Government Code requires each city to include an open space element in the General Plan. This element primarily addresses open space lands in the city, while the recreation and community services element addresses how these open space lands are used. For the purposes of the general plan, passive and active open space are defined as follows:

> *Passive Open Space*: Undeveloped open space lands such as electrical utility rights-of-way, light agricultural uses and flood control easement areas.
>
> *Active Open Space*: Recreational open space resources that include parks, community service programs, and bicycle trails.

Passive and active open space lands are closely related and there is some overlap between the two. An example of this is: a bicycle trail (active) situated along a flood control channel (passive). Over the years, the City has maximized the use of its passive open space lands for active recreational uses. Examples include: the Lakewood Equestrian Center, portions of Rynerson Park, Candleverde Park, and the Lakewood Community Gardens, all of which are located within electrical or flood control easements.

Figure 5.1 shows the location of Lakewood's active and passive open space lands.

Some highlights pertaining to Lakewood's open space resources are as follows:

- Passive and active open space lands inventoried in Lakewood totaled 967.36 acres or 13 acres per 1,000 residents (based on 73,557 residents) (See Table 5.1 below).
- Passive and active open space lands utilized by high power electrical easements totaled almost 159 acres. Agricultural and other uses occupying these easement areas occupied over 79 acres, leaving 79.11 acres utilized primarily for public utility purposes (See Table 5.1).
- Passive open space lands used for flood control channels and easement areas occupied 82.70 acres (See Table 5.1).
- Passive open space used for Water Utility Funds Lands occupied 24.46 acres (See Table 5.1).

As shown on Table 5.1, parks accounted for 204.45 acres. Using the population figure of 73,557, there are 2.8 acres of parks per 1,000 residents. The National Park and Recreation Association (NPRA) recommends that the ratio of neighborhood and community park acreage to residents be 2.5 acres per 1,000 residents; Lakewood has sufficient park and recreation facilities.

Table 5.1
Open Space Resources
per 1000 Residents
City of Lakewood

OPEN SPACE RESOURCE	ACRES	ACRES PER 1,000 RESIDENTS (1)
Active:		
Parks	204.45	2.8
Regional Golf Course	171.30	2.3
Schools	295.56	4.0
Electric Transmission Easements		
• used for Park Purposes	35.16	.5
	Subtotal: 706.47	Subtotal: 9.6
Passive:		
Electric Transmission Easements		
• used for Community Gardens	2.9	.04
• used for Commercial	41.33	.6
Agriculture	79.11	1.1
• used for Power Lines	82.70	1.1
Flood Control Easements	24.46	.3
Water Utility Fund Land	28.54	.4
Parkway Panels	1.85	.01
Misc. Park Lands		
	Subtotal: 260.89	Subtotal: 3.6
TOTAL:	**967.36**	**13.2**

(1) The population figure used for this table was 73,557.

Source: City of Lakewood Community Development Department

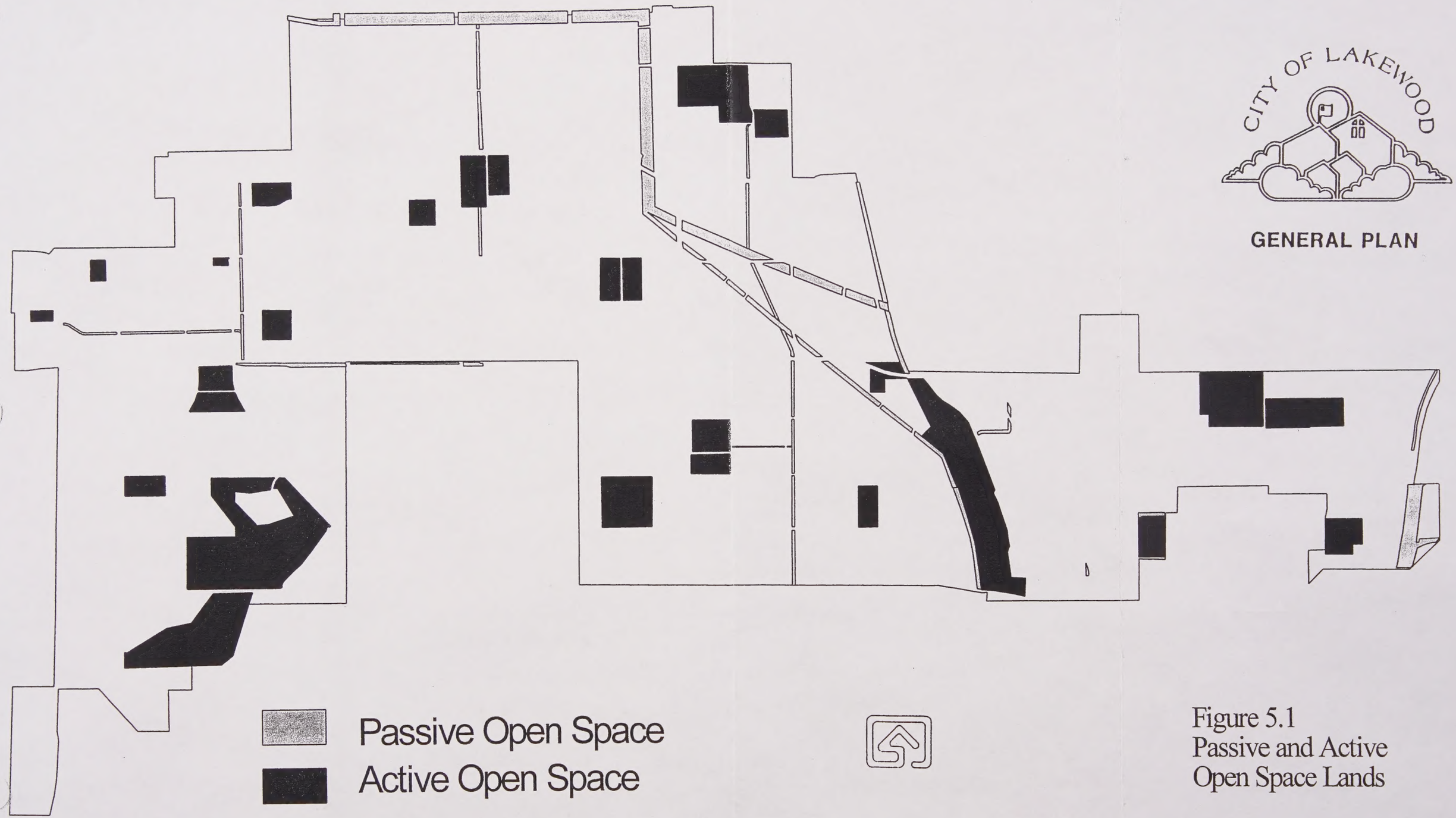


Figure 5.1
Passive and Active
Open Space Lands

Goals, Policies, and Implementation Programs

The following goals, policies, and implementation programs address open space lands in the city:

1. Goal: Maintain and protect Lakewood's attractive system of parks and open space resources.

Policies:

1.1 Schools offer valuable open space opportunities within residential neighborhoods. Such open spaces should be maintained to enhance the City park system where appropriate.

1.2 Maintain parks and recreational facilities (includes parks, golf course and public school areas) at a standard of eight (8.0) acres per 1,000 persons. Areas used for passive open space, such as utility easements, should not be included in this calculation.

1.3 Maintain a minimum open space preservation standard (includes public, private, and utility easement/passive open space areas) at a standard of eleven (11.0) acres per 1,000 persons.

1.4 Continue to utilize utility easement areas abutting residential uses for undeveloped passive open space or agricultural purposes.

1.5 Maintain and expand Lakewood's bikeway system.

1.6 Explore innovative ways and means of financing the maintenance of existing parks.

1.7 Continue to collect park fees for the operation, maintenance, and improvement of parks and recreational facilities.

Implementation Programs

Implementation programs are the tools directly used to carry out the General Plan. The number shown in italics following each implementation program indicates the policy (or policies) that is supported by that program.

Program 1. The City should examine the service range of parks in the City, and consider joint use agreements with public school districts for the use of school facilities to service those neighborhoods that fall outside of existing service ranges and to enhance the City park system
1.1, 1.2

Program 2. The City shall continue to require exactions and dedications as provided in the Subdivision Map Act.
1.2, 1.3, 1.7

Program 3. The City shall actively search for, and consider, new funding sources for the establishment and maintenance of recreational resources, parks, open space, and Lakewood's bikeway system.
1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7

6.0 Noise

Introduction to the Noise Element

In accordance with Section 65302(f) of the California Government Code, each city is required to prepare a noise element as part of the General Plan. The noise chapter identifies and appraises noise problems in the community, then analyzes and quantifies current and projected noise levels for all of the following sources:

1. Highways and freeways.

2. Primary arterials and collector streets.

3. Passenger and freight on-line railroad operations and ground rapid transit systems.

4. Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airports operation.

5. Local industrial plants, including but not limited to, railroad classification yards.

6. Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

The following information, contained in this chapter and the technical background report, identifies and assesses the City of Lakewood's noise environment:

- Figure 6.1: This figure illustrates the current noise contours (lines that generally depict noise exposure) for the San Gabriel Freeway (605) and current noise contours and levels for the Long Beach Airport including the McDonnell Douglas Jet Testing area;

- Figure 6.2: This map illustrates the primary arterials and major streets in Lakewood (Also, see Table 6.1, 1992 Daily Traffic and dB CNEL Contours by Roadway);

- Figure 6.3: Existing noise contours and anticipated noise levels for the Union Pacific and Southern Pacific railroad lines traversing through and by the City of Lakewood.

Noise Issues

The City of Lakewood Public Information Office periodically receives noise complaints regarding a variety of sources. Undesirable noises can have a negative impact on the quality of life. Noise issues in Lakewood include:

- The most pervasive noise in Lakewood comes from motor vehicles. Other mobile noise generators in Lakewood include railroads, aircraft, and the Long Beach Airport.

- Noise from the McDonnell Douglas facility bordering the southwest portion of the city, has had a significant effect on adjacent Lakewood neighborhoods.

- A total of 94 noise-related complaints were filed during a two-year time period between 1991 and 1994. The complaints listed in Table 6.2 represent the type and frequency of commonly-reported noise sources which have adverse impacts. Nearly all activities were reported by owners of single-family homes.

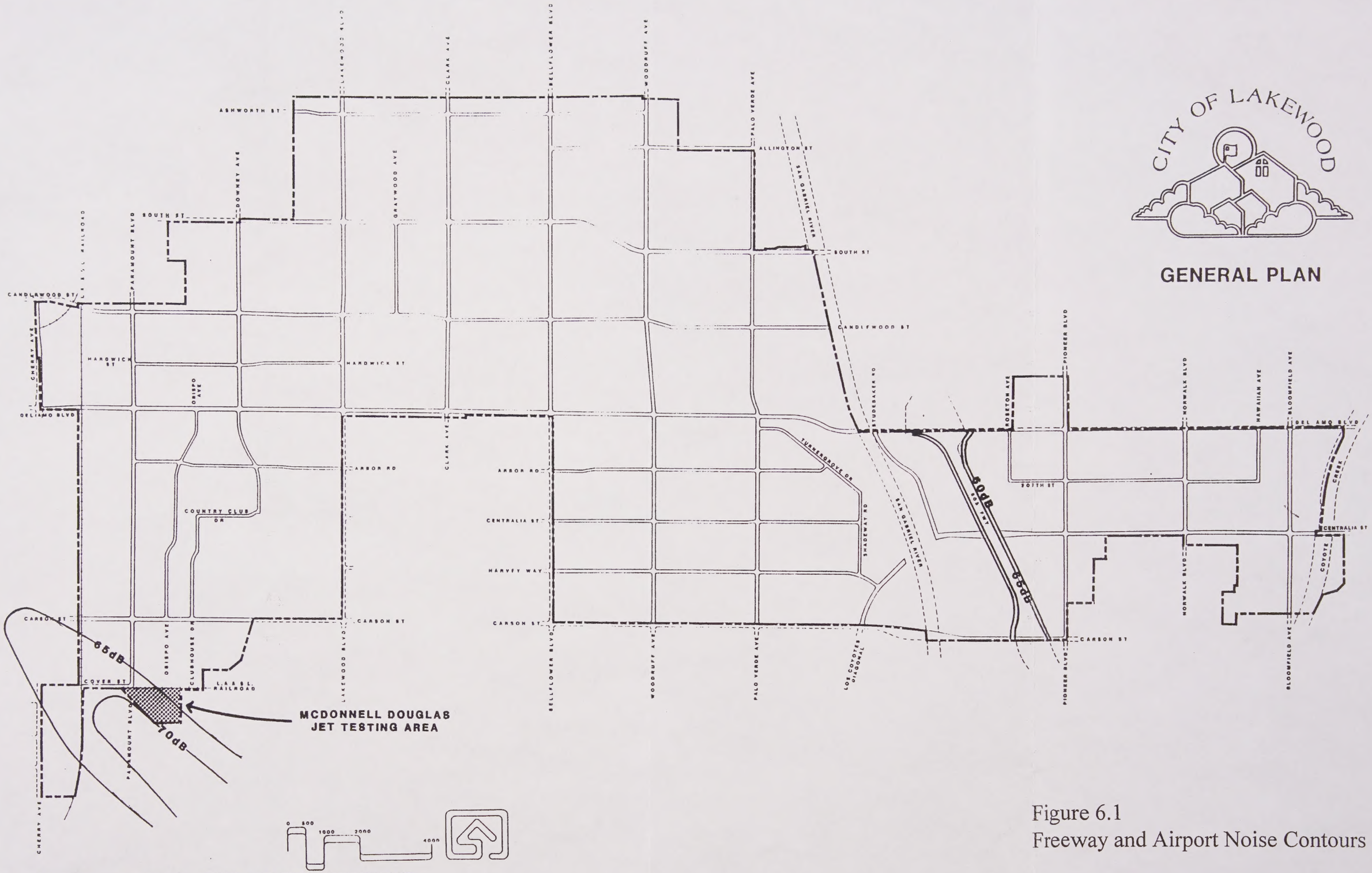
- Noise sensitive land uses in Lakewood generally include residential, convalescent and rest homes, hospitals, libraries, churches, and schools.

Table 6.1
1992 Daily Traffic and dB CNEL Contours by Roadway
City of Lakewood

Street	Location	ADT (Thousands)	Contour Distance From Edge of Right of Way 60dB	65dB
ALLINGTON ST	BELLFLOWER TO WOODRUFF	4.6	56	34
ALLINGTON ST	WOODRUFF TO CARPINTERO	11.0	120	56
ASHWORTH	LAKEWOOD TO CLARK	3.2	38	17
ASHWORTH	CLARK TO BELLFLOWER	4.0	50	25
ASHWORTH	BELLFLOWER TO WOODRUFF	2.5	35	15
BELLFLOWER BLVD	SOUTH TO ASHWORTH	21.1	220	100
BELLFLOWER BLVD	CANDLEWOOD TO SOUTH	20.1	200	95
BELLFLOWER BLVD	DEL AMO TO CANDLEWOOD	20.7	205	100
BELLFLOWER BLVD	CARSON TO DEL AMO	20.5	190	90
BLOOMFIELD AVE	CENTRALIA TO DEL AMO	15.0	175	80
BLOOMFIELD AVE	CARSON TO DEL AMO	14.4	163	75
CANDLEWOOD ST	PARAMOUNT TO UPRR	15.5	170	78
CANDLEWOOD ST	PARAMOUNT TO DOWNEY	16.2	175	80
CANDLEWOOD ST	LAKEWOOD TO DOWNEY	17.4	170	78
CANDLEWOOD ST	LAKEWOOD TO CLARK	23.6	155	73
CANDLEWOOD ST	CLARK TO BELLFLOWER	13.0	110	55
CANDLEWOOD ST	BELLFLOWER TO WOODRUFF	7.3	75	36
CANDLEWOOD ST	WOODRUFF TO PALO VERDE	4.0	58	28
CARSON ST	PARAMOUNT TO CLUB HOUSE	29.8	220	105
CARSON ST	CLUB HOUSE TO LAKEWOOD	30.1	225	110
CARSON ST	UPRR TO PARAMOUNT	27.1	220	105
CARSON ST	BELLFLOWER TO WOODRUFF	26.0	220	105
CARSON ST	WOODRUFF TO PALO VERDE	27.5	225	105
CARSON ST	PALO VERDE TO LOS COY	28.0	225	105
CARSON ST	LOS COYOTES TO SG RIVER	33.5	255	120
CARSON ST	SG RIVER TO PIONEER	40.8	305	148
CENTRALIA ST	BELLFLOWER TO WOODRUFF	3.8	46	22
CENTRALIA ST	PALO VERDE/WOODRUFF	2.6	37	17
CENTRALIA ST	PIONEER TO NORWALK	14.7	156	73
CENTRALIA ST	NORWALK TO BLOOMFIELD	13.0	140	68
CENTRALIA ST	PIONEER TO STUDEBAKER	8.5	110	53
CHERRY	WARDLOW TO CARSON	34.7	280	135
CHERRY	DEL AMO TO CANDLEWOOD	27.2	230	110

CITY OF LAKEWOOD

GENERAL PLAN



SOURCE: L.B. AIRPORT NOISE ABATEMENT OFFICE AND
CALIF. DEPT. OF TRANSPORTATION 1985 NOISE STUDY REPORT

Figure 6.1
Freeway and Airport Noise Contours

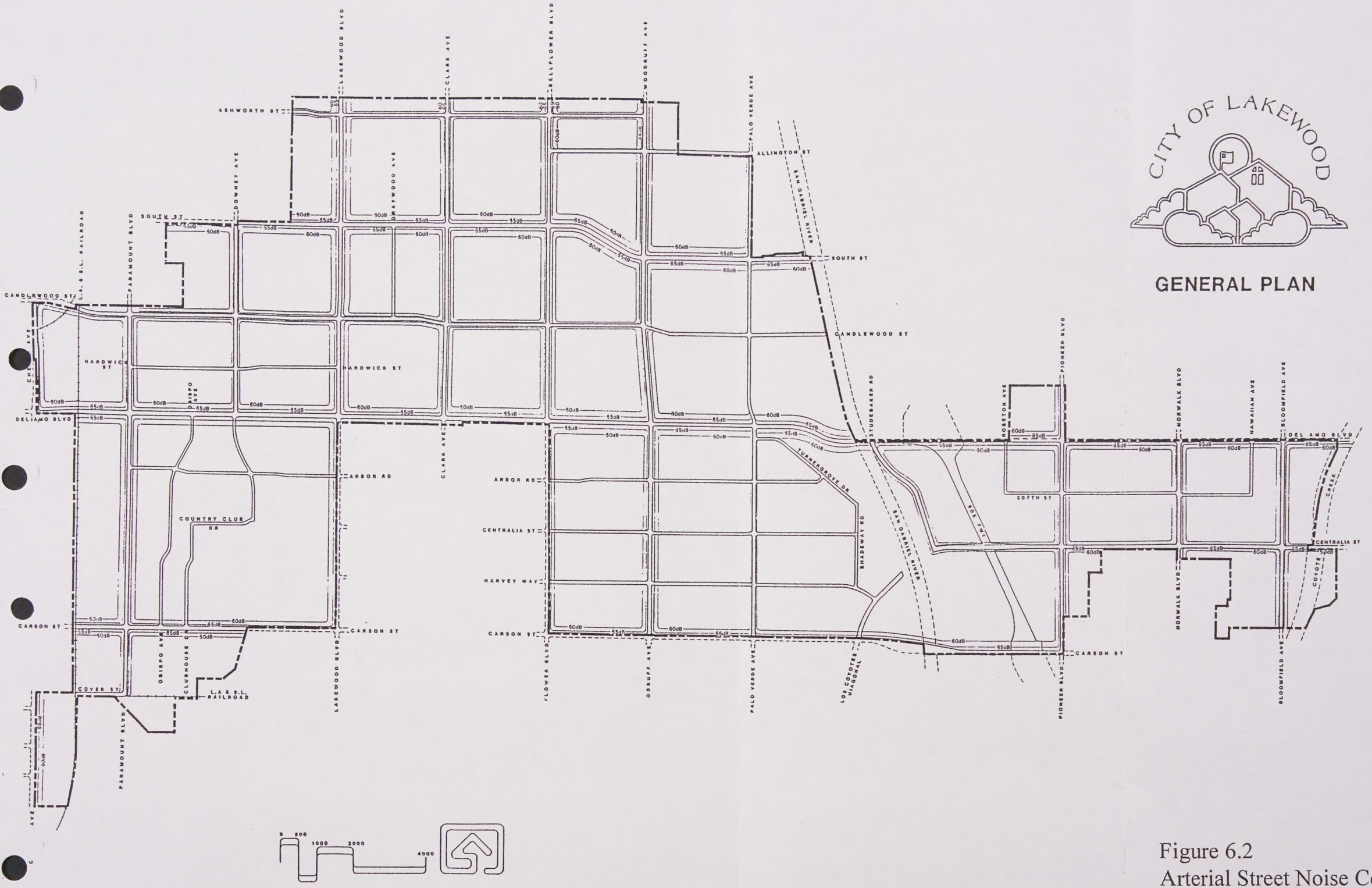
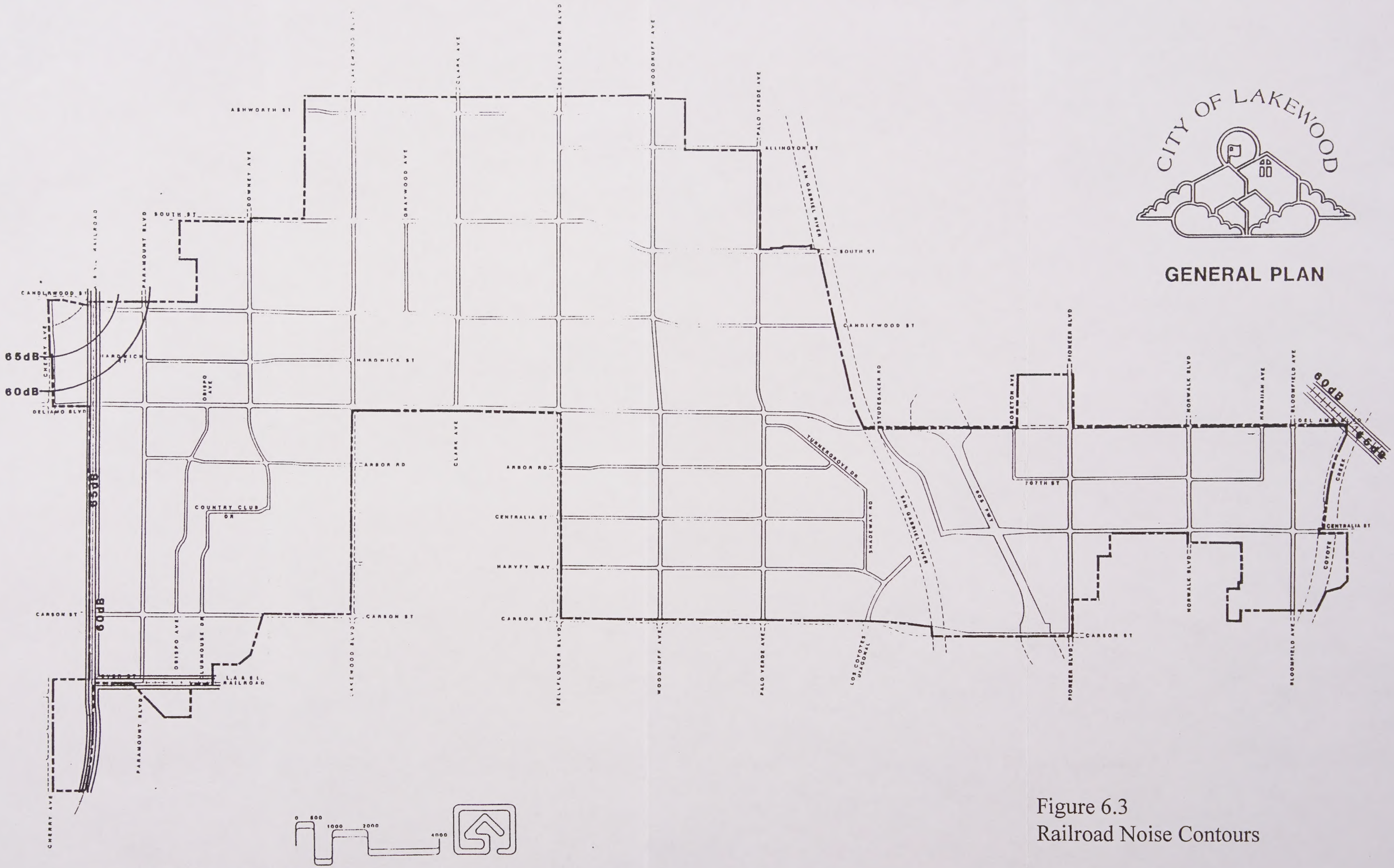


Figure 6.2
Arterial Street Noise Contours

SOURCE: WILLDAN TRAFFIC STUDY 1992, AND U.S. DEPT. OF HOUSING AND URBAN DEVELOPMENT

CITY OF LAKEWOOD

GENERAL PLAN



SOURCE: UNION PACIFIC RAILROAD COMPANY

Figure 6.3
Railroad Noise Contours

Table 6.1, continued
1992 Daily Traffic and dB CNEL Contours by Roadway

Street	Location	ADT (Thousands)	Contour Distance From Edge of Right of Way 60dB	65dB
CLARK AVE	ASHWORTH TO SOUTH	18.7	180	85
CLARK AVE	SOUTH TO CANDLEWOOD	22.4	200	95
CLARK AVE	CANDLEWOOD TO DEL AMO	22.8	190	90
DEL AMO BLVD	PARAMOUNT TO DOWNEY	30.9	280	135
DEL AMO BLVD	UPRR TO PARAMOUNT	32.2	280	135
DEL AMO BLVD	LAKEWOOD TO CLARK	31.2	240	115
DEL AMO BLVD	CLARK TO BELLFLOWER	35.4	305	150
DEL AMO BLVD	BELLFLOWER TO WOODRUFF	38.6	315	155
DEL AMO BLVD	WOODRUFF TO PALO VERDE	34.6	300	145
DEL AMO BLVD	PALO VERDE TO SG RIVER	35.9	305	150
DEL AMO BLVD	DOWNEY TO LAKEWOOD	31.3	270	130
DEL AMO BLVD	605 FWY TO PIONEER	29.5	250	120
DEL AMO BLVD	PIONEER TO NORWALK	23.4	220	105
DEL AMO BLVD	NORWALK TO BLOOMFIELD	19.5	200	95
DOWNEY AVE	CANDLEWOOD TO SOUTH	14.8	155	70
DOWNEY AVE	DEL AMO TO CANDLEWOOD	9.0	105	50
LAKEWOOD	CARSON TO DEL AMO	32.7	270	130
LAKEWOOD	DEL AMO TO CANDLEWOOD	33.5	260	125
LAKEWOOD	CANDLEWOOD TO SOUTH	33.9	260	125
LAKEWOOD	SOUTH TO ASHWORTH	35.2	270	130
NORWALK BLVD	CENTRALIA TO DEL AMO	18.6	180	85
PALO VERDE	CARSON TO CENTRALIA	8.0	90	42
PALO VERDE	CENTRALIA TO DEL AMO	8.9	96	46
PALO VERDE	SOUTH TO ALLINGTON	10.4	120	58
PALO VERDE	SOUTH TO DEL AMO	4.6	70	34
PARAMOUNT BLVD	DEL AMO TO CANDLEWOOD	20.2	180	85
PARAMOUNT BLVD	CARSON TO DEL AMO	18.5	200	95
PARAMOUNT BLVD	COVER TO CARSON	13.4	130	65
PIONEER BLVD	DEL AMO TO LOS COYOTES	15.0	163	75
PIONEER BLVD	CENTRALIA TO DEL AMO	21.9	200	95
PIONEER BLVD	CARSON TO CENTRALIA	18.4	180	85
SOUTH ST	LAKEWOOD TO CLARK	31.2	250	120
SOUTH ST	CLARK TO BELLFLOWER	35.4	290	145
SOUTH ST	BELLFLOWER TO WOODRUFF	38.6	305	150
SOUTH ST	WOODRUFF TO PALO VERDE	34.6	300	145
SOUTH ST	PALO VERDE TO SG RIVER	35.9	290	145
SOUTH ST	DOWNEY TO LAKEWOOD	30.9	250	120
SOUTH ST	PARAMOUNT TO DOWNEY	29.0	250	120
STUDEBAKER RD	DEL AMO TO CENTRALIA	10.3	127	60
WOODRUFF AVE	ALLINGTON TO ASHWORTH	22.0	205	95
WOODRUFF AVE	CARSON TO DEL AMO	22.5	205	95
WOODRUFF AVE	SOUTH TO DEL AMO	22.7	210	100
WOODRUFF AVE	SOUTH TO ALLINGTON	22.4	205	95

Source: Willdan Traffic Study, 1992

Table 6.2
Predominant Noise Complaints; 1991-92, 1993-94
City of Lakewood

Noise Source	1991-92	1993-94
Barking Dogs	71	46
Other Noisy Animals	N/A	28
Home Auto Repairs	8	2
Aircraft Noise	6	1
Commercial Parking Lot Cleaning	5	8
Commercial Deliveries	4	4
Commercial Mech. Equip.	3	1
Residential Mech. Equip.	3	2
School Activities	2	0
Construction Noise	2	6
Comm./Instit. Landscape Maint.	2	0
Motor Vehicle Residential	1	4
Motor Vehicle Commercial	1	2
Live/Loud Music Residential	1	5
Yard Maintenance Residential	1	2
Auto Repair Commercial	1	0
Totals:	**94**	**111**

Source: City of Lakewood, Community Development Department, September, 1995

Goals, Policies, and Implementation Programs

The following goals, policies, and implementation programs address noise in Lakewood.

1. Goal: Maintain or reduce noise levels throughout the city.

Policies:

1.1 Ensure that new and expanded commercial projects do not generate adverse noise impacts on adjacent residential areas.

1.2 Support the enforcement of existing speed limits. Ensure motor vehicle codes are enforced that require adequate mufflers on all vehicles.

1.3 Integrate noise reduction techniques in the building plan review process.

1.4 Encourage the reduction of noise levels generated at the Long Beach Airport.

1.5 Reduce the number of noise complaints in the City.

2. Goal: Minimize railroad noise impacts on residential areas.

Policies:

2.1 Encourage Union Pacific and Southern Pacific railroads to schedule trains during daylight hours when possible.

3. Goal: Maintain and control noise generated from the Long Beach Airport.

Policies:

3.1 Continue to monitor airport expansion plans, whether they relate to physical development or rescheduling of flights, to determine if such expansions would have a negative impact for Lakewood residents.

Implementation Programs

Implementation programs are the tools directly used to carry out the General Plan. The number shown in italics following each implementation program indicates the policy (or policies) that is supported by that program.

Program 1. Continue to regulate delivery times and hours of operation for those uses that would otherwise have negative noise impacts on adjacent residential properties.
1.1, 1.5

Program 2. Monitor and enforce existing speed limits. Enforce motor vehicle codes requiring adequate mufflers on all types of vehicles traveling through the City.
1.1, 1.2, 1.5

Program 3. Require that new commercial or industrial projects or proposed expansions of existing commercial and industrial uses which abut residential uses provide noise barriers to protect residents. Require that new multifamily projects abutting single-family homes have noise barriers for adjacent areas.
1.1, 1.3, 1.5

Program 4. Utilize Lakewood Living, Lakewood radio (1620 AM), telephone and the Internet, to inform residents of the legal limitations of noise sources such as barking dogs, loud parties, residential mechanical equipment, etc. Residents should be informed on how to make formal noise complaints.
1.1, 1.5

Program 5. Contact the Union Pacific and Southern Pacific railroads on an annual basis to check train schedules and encourage the scheduling of trains during daylight hours when possible.
1.1, 1.5, 2.1

Program 6. Continue to require noise attenuation measures as adopted in the Los Angeles County Building Code.
1.3

Program 7. Continue to monitor expansion plans, either physical or rescheduling of flights, and confirm that such expansions meet applicable noise requirements.
1.4, 3.1

Program 8. Continue assisting low and moderate income households, through the City's home improvement program, in making noise attenuation improvements.
1.3, 1.5

7.0 Safety

Introduction to the Safety Element

In accordance with Section 65302(g) of the California Government Code, each city is required to prepare an element in their General Plan that addresses, "the protection of the community from any unreasonable risks associated with the effects of seismically-induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mud slides and landslides; subsidence and other known geologic hazards; floods; and urban fires." A detailed account of this information is contained in the Technical Background Report.

Seismically Induced Hazards

Lakewood is located in a seismically active region. Figure 7.1 shows the locations of earthquake epicenters and active or potentially active faults in the vicinity of Lakewood. The two known active or potentially active faults closest to Lakewood are the Los Alamitos Fault and the Newport-Inglewood Zone of Deformation.

The Los Alamitos Fault: The Los Alamitos Fault's location is postulated in the vicinity of Carson Street and Bellflower Boulevard. The fault is not included in an Alquist-Priolo Special Studies Zone and the implications of a significant earthquake along this fault and the chances of a ground rupture occurring are not known. Therefore, further study of this fault is warranted.

The Newport-Inglewood Fault Zone: The Newport-Inglewood Zone of Deformation is approximately three miles southwest of Lakewood and is expressed at the surface as a series of low, elongated hills extending from Newport Beach to Beverly Hills, including Signal and Dominguez Hills. The length of the fault zone is approximately 44 miles (70 km.). Subsurface movement along the fault resulted in the 1933, magnitude 6.3, Long Beach earthquake, which caused significant damage in the City of Long Beach.

Ground Shaking, Ground Failure and Unreinforced Masonry: An evaluation of major structures in Lakewood indicates that there are no unreinforced masonry buildings in the City, however, not all structures are completely immune to strong ground shaking or ground failure. In the event of an earthquake, there will be some measurable amount of damage in the City.

Tsunami: The City of Lakewood, at it's closest point, is located approximately 6.5 miles from the Pacific Ocean and an elevation of 35 feet above sea level. The chance of a tsunami reaching Lakewood is very unlikely.

Seiches: According to the 1975 Lakewood Seismic Safety Element, during a moderate (4.5) or greater earthquake, the potential for seiche damage to structures is likely for the underground reservoir (Plant 22) located near the intersection of Candlewood Street and Downey Avenue. Other less significant seiche problem areas include private and public swimming pools and Bouton Lake.

Dam Failure: According to the U.S. Army Corps of Engineers, the northwest corner of the City could be inundated should the Hansen Dam fail due to an earthquake or for any other reason. With the recent completion of the 105

CITY OF LAKEWOOD

GENERAL PLAN

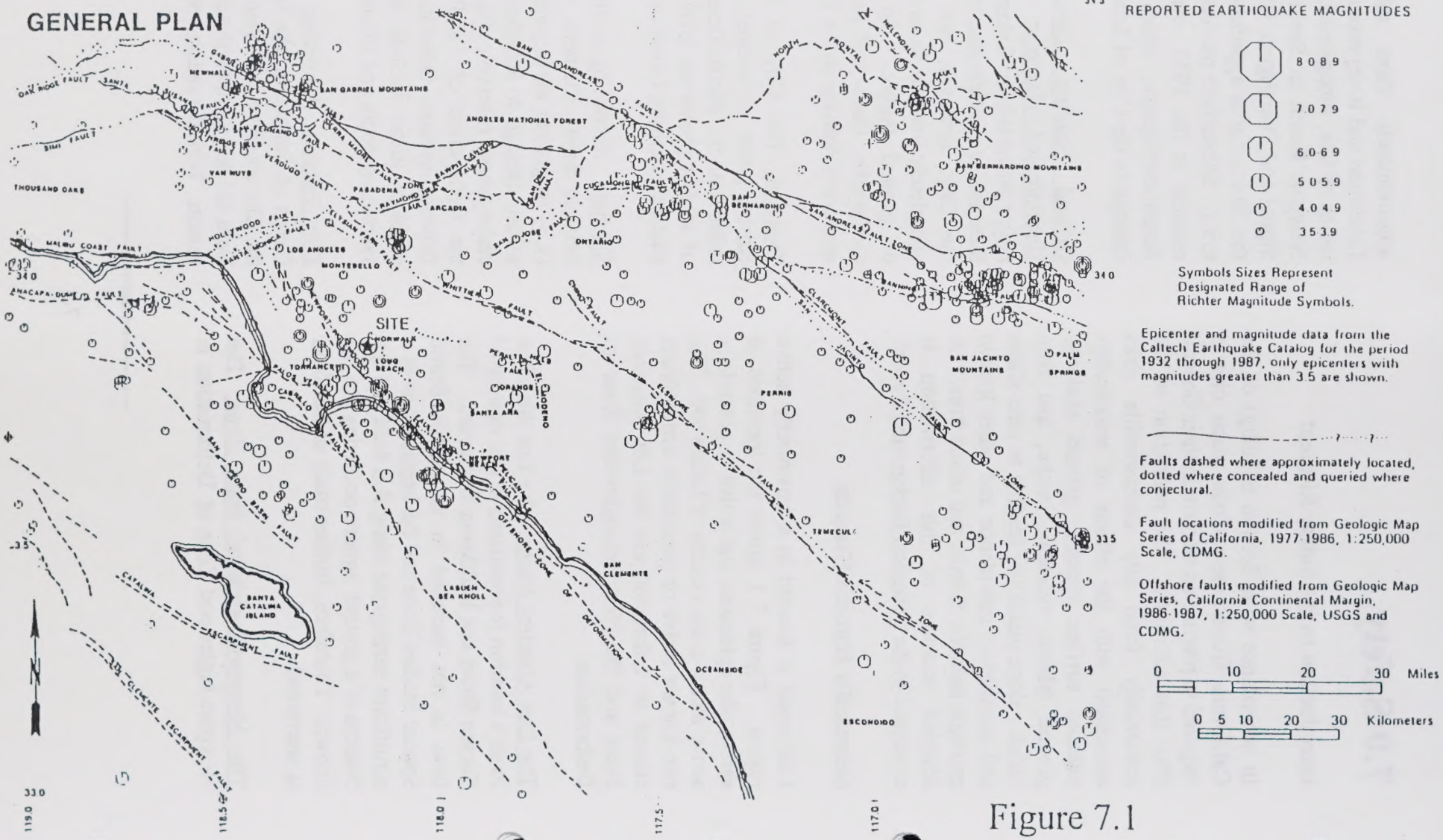


Figure 7.1
Earthquake Epicenters and Faults

freeway, however, the risk may have been reduced. The Hansen dam is located in the eastern end of the San Fernando valley, near Pacoima. Preliminary information pertaining to flooding resulting from failure of the Whittier-Narrows Dam indicates flooding of two to four feet throughout much of the City.

Slope Instability Hazards

The City of Lakewood is relatively flat. Consequently, hazards such as slope instability mudslides and landslides are not considered to be likely threats.

Liquefaction and Subsidence

In 1990, the County of Los Angeles produced an interpretive map indicating where liquefaction might occur in the County. Figure 7.2 illustrates those portions of Lakewood identified as having liquefaction potential. In March, 1975, McDonnell Douglas Corporation's Earth Information Services division prepared a seismic safety element for the City indicating that there is no apparent evidence that an earthquake would cause subsidence in Lakewood.

Flooding

Prior to 1996, the City of Lakewood was officially designated by the Federal Insurance Administration (FIA) as a "Zone C" community, or a city of minimal flood hazard. As a result of a 1987 Army Corps of Engineers study (the "Los Angeles County Drainage Area {LACDA} Study"), it was determined that 21 miles of the Los Angeles/Rio Hondo river channel system were insufficient to offer protection against a 100-year flood.

Nearly 47% of the Lakewood's land area could be impacted by floodwaters resulting from a 100-year flood. To mitigate this problem, the LACDA study proposed a series of improvements that would enable the Los Angeles/Rio Hondo river channels to contain the flood waters projected by the Army Corps of Engineers. For more information regarding this subject, please refer to the Technical Background Report.

Wildland and Urban Fires

While many undeveloped areas of California are subject to the threat of wildfires, the type of vegetation found in Lakewood indicates that there is no threat of a major brushfire occurring. Lakewood, however, is in an urbanized area and there is a danger from other types of fires. Land uses range from residential to commercial to industrial. The Los Angeles County Fire Department reported the following year end totals for 1994 for all responses in the City of Lakewood:

Structural fires	40
Brush and grass fires with zero acres lost	19
Vehicle fires	56
Other fires	53
Hazardous materials incidents	98
EMS responses	2,697
Miscellaneous incidents	1,105
Total responses	3,978
Average Total Monthly Responses	332
Total Property Losses Due to Fire	$574,100

For more information pertaining to fires in the City of Lakewood, please refer to the Technical Background Report.

Utility Failure Hazards

Lakewood is traversed by a network of overhead and underground utility lines. These lines supply water, electricity, natural gas, telephone communications, cable television, and sanitary sewers throughout the City. All of these utility lines, and their associated pumps, substations, and valves are susceptible to damage and disruption from an earthquake. The following information summarizes the major components of Lakewood's utility network and the hazards they could potentially present during an earthquake or other disaster.

Water Infrastructure: Most water lines within Lakewood are not in close proximity to any known earthquake fault. However, during an earthquake there may be damage to these lines. Water lines anywhere within Lakewood are subject to possible failure induced by earthquake shaking.

Damage to the water network will result in the loss of water to some homes and businesses. This loss will not only cut off the drinking water, it will also preclude operation of the sanitary facilities of the impacted buildings. Also, loss of water within an area of the city would hamper the Fire Department in fighting any fires which may occur in the affected area.

Natural Gas: Gas lines can fail due to earthquake shaking. Any gas line failure can result in the release of natural gas into the atmosphere. It is also possible for this gas to be trapped and concentrated in pockets, e.g., within a house or in the service tunnel under the Lakewood Center Mall. Leaking natural gas with loss of water could present an extremely dangerous situation.

Sanitary Sewers: None of Lakewood's sanitary sewer lines cross the known location of the Los Alamitos Fault. However, as with the other utilities, if the fault actually extends further north than indicated, then the large Lakewood trunk sewer along Clark Avenue would cross the fault just south of Del Amo Boulevard, within the City of Long Beach. This fault extension would also cross a 20-inch (53-centimeter) sewer along Del Amo to the west of Clark. These two major sanitary sewer lines are particularly vulnerable to earthquake damage. However, no sewer lines within Lakewood are entirely free of earthquake vulnerability since ground shaking can result in line rupture or leakage at any point in the City.

Electrical Power Transmission: The City is traversed by a series of electrical distribution lines which could fail due to earthquake-induced ground shaking and resulting liquefaction. Although distribution lines are of relatively low voltage, downed electrical lines are hazards to human life and such a line in the vicinity of a ruptured or leaking natural gas line could trigger a fire or explosion. A failure in the electrical distribution system could result in a loss of power to water facilities and sewage pump stations. In addition to the City's electrical distribution network, Lakewood is also traversed, in several locations, by high voltage electrical power transmission lines. For the locations of these high voltage lines, please refer to the Technical Background Report.

Petroleum Pipelines: Several petroleum pipelines underlie the City of Lakewood. These lines carry oil, gasoline, and crude oil. Three particular problems exist. The first is the Shell Oil Company's 4-inch (10-

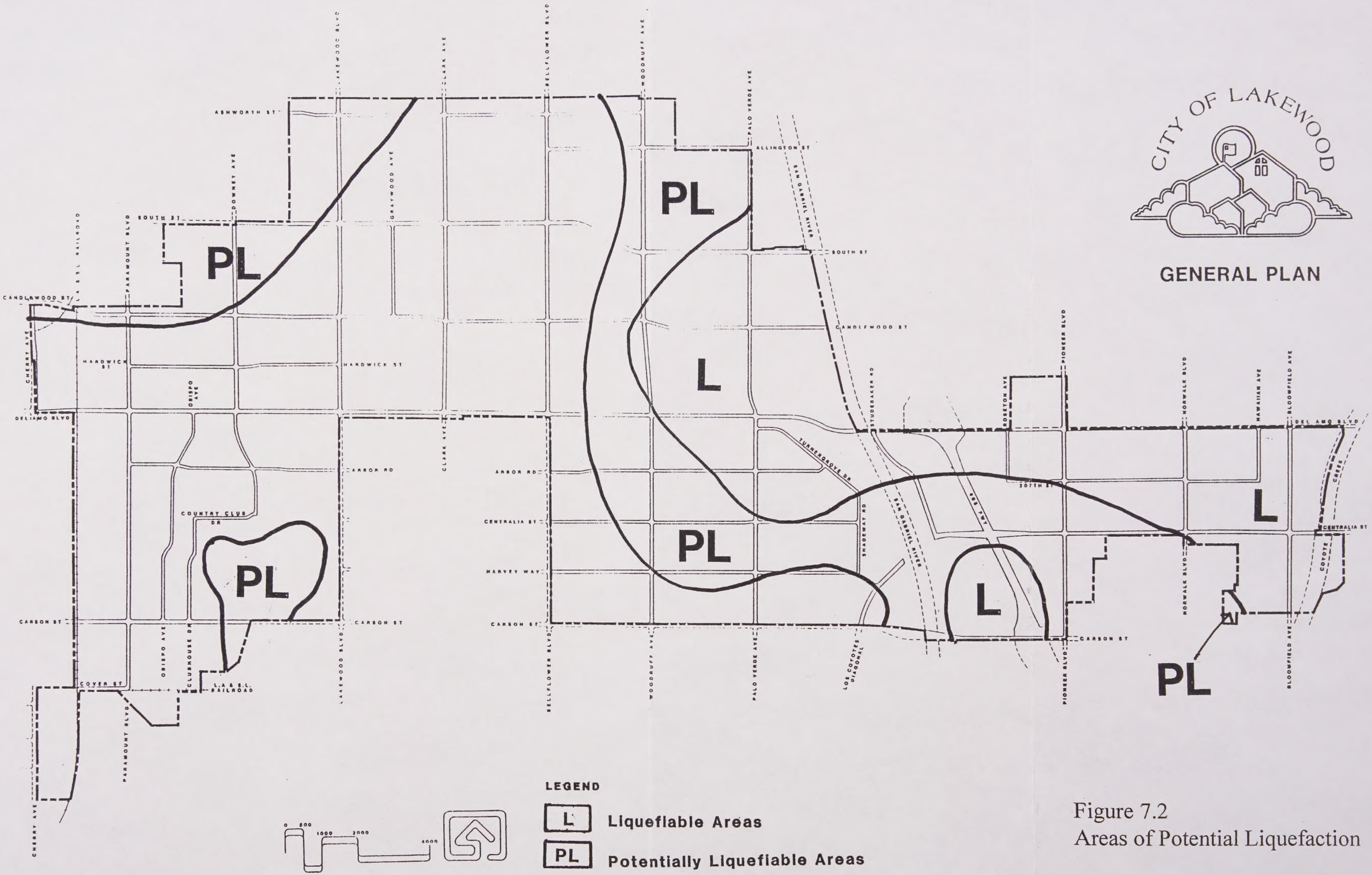


Figure 7.2
Areas of Potential Liquefaction

SOURCE: LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING DECEMBER, 1990

centimeter) gasoline line which follows Bellflower Boulevard. This line crosses the Los Alamitos Fault north of Carson Street and is, therefore, particularly vulnerable to rupture. Such a rupture would present a severe hazard due to the leaking gasoline. The gasoline line also crosses an 8-inch (20-centimeter) natural gas line at Carson Street. Should either line rupture, the other line may also become damaged, resulting in a hazardous situation. For the location of petroleum pipelines in the City, please refer to the technical background report.

The second problem area is along Del Amo Boulevard. The Four Corners' 16-inch (40-centimeter) crude oil line parallels a 30-inch (76-centimeter) high pressure natural gas line along Del Amo from the Union Pacific Railroad right-of-way to the eastern edge of the City. A rupture and explosion along Del Amo could result in a hazardous situation.

The third problem area is located in the far western area of the City along Cherry Avenue and the Union Pacific Railroad right-of-way. Ten pipelines of various sizes follow Cherry Avenue, and up to six lines parallel the railroad. Oil, fuel oil, gasoline, and crude oil are carried in these 16 pipelines. The volume of petroleum products carried in these pipelines presents possibilities for fires and/or explosions should an earthquake occur, rupturing these lines. Atlantic-Richfield has an 8-inch (20-centimeter) oil line and a 4-inch (10-centimeter) gasoline line following Lakewood Boulevard for the width of the City. These pipelines pass near the Lakewood Center Mall and Lakewood Square. Rupture of, or leakage from, these lines could result in a hazardous situation requiring an evacuation.

Evacuation Routes

Figure 7.3 indicates evacuation routes in the City of Lakewood. Evacuation routes include major and secondary arterial roadways and the 605 freeway. The map also shows potential hazards and barricades that could potentially become an issue should a problem arise. These hazards and barricades include bridges, high voltage transmission lines and underground pipelines. Parks, schools, churches, hospitals and city hall are also shown in this figure. These facilities would play an important role in the event of earthquake or other emergency. These locations would serve as shelters and gathering places where families could rendezvous. Lakewood City Hall would serve as an Emergency Operations Center (EOC). For more information regarding this topic, specifically the EOC and operational procedures, please refer to the City of Lakewood Emergency Operations Plan.

Peak Load Water Supply

The water lines within the City of Lakewood Water Resources' service area range in size from 4 inches to 27 inches in diameter. The majority of the water system is upgraded to meet current fire flow standards. There are some residential areas of the City, however, that are served by 4-inch steel water lines that fail to meet required fire flow standards by a few hundred gallons per minute. By the year 2000, new and upgraded water lines will be installed to correct the water flow problems at these locations. The City is in the process of replacing the remaining 28,400 linear feet of 4-inch and 8-inch steel mains. Lakewood also plans to replace existing undersized cast iron mains throughout its service areas. The City

has approximately 11 million gallons of water storage capacity which provides some reserve for peak use and fire flows, in addition to connections with other water agencies. The fire flow requirements are shown in Table 7.1 below.

Clearances Around Structures

Table 7.2 indicates required clearances around structures in Lakewood, by zone. For single-family residential zones, the front, side and rear yard setbacks provide adequate clearances for maintaining light and ventilation. In the event of a fire, the setbacks also help control the fire from spreading from one structure to another. Commercial and industrial setbacks, while less than residential setbacks, offer protection from fire, due to building materials and conformance to building codes.

Minimum Road Widths

Table 3.1, "Arterial Classification and Right-of-way Standards", indicates the standard widths for arterial streets in the City of Lakewood. For more detailed information on Lakewood's street standards and classifications, please refer to the Technical Background Report.

Hazardous Waste Management

In 1990, the City of Lakewood incorporated, by reference, the Los Angeles County Hazardous Waste Management Plan into the safety element of the General Plan. The Hazardous Waste Management Plan addresses the storage and transportation of hazardous materials. Faced with the problem of how to store and transport hazardous waste, local governments must implement and utilize management programs that protect the local public health, the environment and their economies. In order to be effective, these programs must address all sources of hazardous waste, ranging from household wastes to industrial wastes. The most effective approach to hazardous waste management is: Reduction at the source, recycling of on-site and off-site generated waste; and management of untreatable waste in residuals, repositories, storage facilities, and transfer stations.

Safety Issues:

Some of the safety issues in the City of Lakewood include the following:

- The City of Lakewood is likely to experience a strong earthquake which could be many times stronger than the recent Whittier, Big Bear and Northridge earthquakes. Since an earthquake can occur at any time, the community must be prepared to respond to such an event.

- Lakewood is committed to maintaining a safe environment and the Lakewood's proactive law enforcement programs have contributed significantly toward the low crime rate.

- Fire safety is always a consideration in Lakewood and the maintenance of existing fire department service levels is a citywide goal.

CITY OF LAKEWOOD

GENERAL PLAN

LEGEND

EVACUATION CENTERS

- P PARK
- S SCHOOL
- C CHURCH
- H HOSPITAL
- CH CITY HALL

EVACUATION ROUTE

POTENTIAL HAZARDS/BARRIERS

Figure 7.3
Evacuation Routes

SOURCE: COMMUNITY DEVELOPMENT DEPARTMENT JUNE 1991.

Table 7.1
Fire Flow Requirements

LAND USE	Fire Flow Required (GPM*)	Time**	Fire Hydrant Spacing
Single-Family Residential	1,000 - 1,250	2 - 4 hrs.	660 ft.
Multi-Family Residential	1,500 - 5,000	6 - 10 hrs.	300 ft.
Mobile Home Parks	500 - 1,500	4 - 6 hrs.	330 - 1,000 ft.
Commercial and Industrial	2,000 - 5,000	8 - 10 hrs.	300 ft.
Public Schools	2,000 - 3,000	8 - 10 hrs.	330 ft.

* Gallons Per Minute
** Duration requirement of flow

Source: Section 7451.5, "Fire Flow Requirements", City of Lakewood Municipal Code, December 1991.

Table 7.2
Building Clearance Requirements (1)

Zone	Front Yard	Side Yard	Rear Yard	Lot Coverage	Floor Area Ratio	Location of Buildings
R-1	20 ft.	5 ft.	10 ft.* plus 750 sq.ft..	45%	55%	
R-A	20 ft.	5 ft.	10 ft.* plus 750 sq.ft..	45%	55%	
MFR*	20 ft. plus	5 ft. plus	10 ft. plus			
A	20 ft.	5 ft.	10 ft.* plus 750 sq. ft.			
C-1	20 ft.**	None	20 ft.**			
C-3	**	None	**			
C-4	**	None	**			
M-1	**	None	**			50 ft. from R-zoned property
M-2	**	None	**			

Source: City of Lakewood Zoning Ordinance, June 1991.
(1) Building Code (UBC) requirements, pertaining to setbacks and type of construction, can be more restrictive than zoning requirements.
* Yard setbacks depend on height of building.
** Front and rear yards are required to be 20 feet when abutting R-zoned property.

Goals, Policies, and Implementation Programs

The following goals, policies, and implementation programs address safety in Lakewood.

1. Goal: To protect the health, welfare and safety of the City's residents.

Policies:

1.1 Continue to establish and review standards and criteria to reduce the risks associated with urban life.

1.2 Reduce those hazards associated with all building types and uses.

1.3 Require that each new development be built incorporating the criteria of safety into the design.

1.4 Ensure that those uses which generate, store, process, or transport hazardous waste are sited in a matter such that residents, and accessory residential uses, including schools, parks, hospitals, and places of employment, are adequately protected from potential environmental impacts.

1.5 Storage, transfer, and recycling facilities should be located as close to the area of the waste generation as possible.

1.6 Ensure that City transportation routes, that are utilized by hazardous waste haulers, will not pose a threat to the safety of residents due to spills or accidents and are in conformance with Lakewood's "Multihazard Functional Plan for Emergency Operations."

2. Goal: To provide fire protection to each area of the City.

Policies:

2.1 Continue to upgrade water lines throughout the City to ensure that they provide adequate fire flows.

2.2 Continue to use the development review process to circulate proposed project plans to the fire department and other reviewing agencies for fire safety review, including building materials, access and circulation.

3. Goal: Prepare for all types of emergency situations.

Policies:

3.1 Review and improve disaster preparedness and emergency response capabilities.

3.2 Encourage increased cooperation and coordination among various jurisdictions, as well as private and public agencies involved in public safety.

3.3 Promote public education programs on fire protection, flood protection emergency preparedness and emergency procedures.

3.4 Continue to update the City's Multi-hazard Functional Plan For Emergency Operations every five years.

4.0 Goal: Minimize personal and property damage from earthquakes.

Policies:

4.1 Require all new development and selected existing development to comply with established seismic safety standards.

4.2 Reduce the risk of flooding to persons and property in the City.

5.0 Goal: Provide adequate police protection for all residents and businesses in Lakewood.

Policies:

5.1 Expand the neighborhood watch program.

6.0 Goal: To protect the City's significant environmental resources, particularly water and air quality.

Policies:

6.1 Utilize siting criteria which guarantees that uses which generate, store, process, or haul hazardous waste will be adequately buffered from environmentally sensitive areas such as parks, natural waterways, and areas located in seismic safety zones.

6.2 Encourage and promote innovative technology which pre-treats hazardous waste products prior to disposal.

7.0 Goal: To ensure that the generation of hazardous waste is reduced, through elimination or recycling, to the maximum extent feasible.

Policies:

7.1 Adopt waste minimization as a first priority for hazardous waste management in Lakewood.

7.2 Provide information to residents and private industry about methods available to minimize, recycle, and treat hazardous waste.

7.3 Encourage and promote programs and incentives that assist hazardous waste generators in reducing the volume of hazardous waste.

8.0 Goal: To ensure there are adequate planning and zoning mechanisms that make the management of hazardous waste in the City safe, effective, and economical.

Policies:

8.1 Utilize the appropriate departments and agencies in reviewing business license applications.

8.2 Require a Conditional Use Permit for proposed uses permitted in the City's M-2 (Heavy Manufacturing) Zone,

which generate, store, process, or transport substantial amounts of hazardous waste.

8.3 Maintain an updated inventory of businesses that handle, store, process and/or transport substantial amounts of hazardous waste.

8.4 Where appropriate, require existing businesses who handle, store, process, or transport substantial amounts of hazardous waste to come into compliance with zoning and planning requirements.

9.0 Goal: To make hazardous waste management information widely available to the public and encourage public involvement and participation in the planning, siting, and permitting of hazardous waste management facilities.

Policies:

9.1 Establish and maintain a City resource center of information on management, recycling, treatment and innovative technologies dealing with hazardous waste.

9.2 Assist and refer citizens and industry to appropriate government agencies and publications dealing with the topic of hazardous waste management.

9.3 Provide for, and encourage public participation in the planning, siting and permitting of hazardous waste facilities.

Implementation Programs

Implementation programs are the tools directly used to carry out the General Plan. The number shown in italics following each implementation program indicates the policy (or policies) that is supported by that program.

Program 1. Continue to identify and address potential safety issues and problems as they evolve.
1.1, 1.2, 1.3, 1.4, 1.5, 6.2

Program 2. Continue to utilize the Development Review Board to ensure that all hazards are reduced or eliminated for all building types and uses.
1.1, 1.2, 1.3, 1.4, 1.5, 2.2, 6.1, 9.3

Program 3. The City shall continue to require commercial vehicles of excess weight to traverse only State highways and designated, unrestricted streets. Travel on restricted streets shall be limited to points of destination or origin.
1.6

Program 4. The Union Pacific and Southern Pacific railroads should be contacted to determine how often hazardous materials are transported in/near the City, and what emergency response procedures they have that address spills and other events involving hazardous materials.
1.6

Program 5. The City shall continue to implement the upgrade of water lines, as indicated by the City's Capital Improvement Program.
2.1

Program 6. The City shall update it's Multihazard Functional Plan for Emergency Preparedness every five years and amend it when new significant information becomes available.
1.6, 2.2, 3.1, 3.2, 3.4

Program 7. Continue to inform Lakewood residents about earthquake preparedness utilizing Lakewood Living, Lakewood radio (1620 AM), telephone and the Internet. Continue to offer community outreach lectures and classes relating to earthquakes.
3.3

Program 8. Continue to utilize the building code to ensure that applicable projects meet the most current seismic safety standards.
4.1

Program 9. Advocate County programs that seek to improve the structural integrity of new and existing flood control facilities that may indirectly affect the City.
4.2

Program 10. Identify those areas of the City that need, and would benefit from a neighborhood watch program.
5.1

Program 11. Continue to evaluate new funding sources as they become available for the purpose of improving law enforcement in those areas of the City that have higher crime rates.
5.1

Program 12. Identify and evaluate new local and regional efforts that reduce and eliminate hazardous wastes prior to disposal.
6.1, 6.2, 9.1, 9.2

Program 13. Through Code Enforcement and working with property owners and businesses, continue to prevent sites from becoming contaminated with hazardous wastes, and ensure that any known existing site comply with zoning and planning requirements.
8.4

Program 14. Promote and assist the County in the development and operation of a Small Quantity Hazardous Waste Generators Program which will assist smaller businesses in hazardous waste management.
7.1, 9.2

Program 15. Continue to assist in the operation and implementation of a City-County Household Hazardous Waste Collection Program.
7.1, 9.1, 9.2

Program 16. Continue to require, through the zoning ordinance, Conditional Use Permits for uses in the M-2 zoning classification which handle, store, process, or transport hazardous waste.
7.1, 7.3, 8.2

Program 17. Continue to distribute emergency preparedness and hazardous waste management information through the City's Public Information office. This office should continue to assist citizens and industry with hazardous waste management matters, distribution of information and referrals to appropriate government regulatory agencies.
3.3, 7.2, 7.3, 9.1, 9.2, 9.3

Program 18. Continue to route business license applications through the County Fire and Health Departments to ensure that proper analysis and determination is made concerning

businesses that generate, handle, store, process and/or transport hazardous waste.
8.1

Program 19. As part of the zoning clearance process, the City should maintain a computer database that lists the business name, location and type(s) of significant hazardous materials stored on site.
8.3, 9.1

8.0 Recreation and Community Services

Introduction to the RCS Element

The Recreation and Community Services element addresses recreation and human services programs. These include instructional and leisure programs; human services programs for seniors, families and "special-needs" persons; and "active" open space opportunities.

The Recreation and Community Services element addresses "active" open space in the city, while the resource management chapter addresses "passive" open space resources. For the purposes of the General Plan, passive and active open space are defined as:

> *Passive Open Space*: undeveloped open space lands such as electrical power and flood control easement areas.
>
> *Active Open Space*: open space resources such as parks, community service programs and bicycle trails.

Passive and active open space resources are closely related and there is some overlap between the two. An example of this is: a bicycle trail (active) situated along a flood control channel (passive). Over the years, the city has maximized the use of its passive open space lands for active recreational uses. Examples include: the Lakewood Equestrian Center, portions of Rynerson Park, Candleverde Park, and the Lakewood Community Gardens, all of which are located within flood control or electrical power easement areas. Figure 8.1 shows the location of active open space resources.

Recreation

On an annual basis, the City of Lakewood offers over 1000 specialized recreation classes including; adult dance and fitness, adult special interest, arts and crafts; travel programs; teen and youth sports, dance and fitness programs; and preschool education programs. Additional programs include seasonal youth day camps, sports clinics and field trip excursions for various age groups. Information about Lakewood's leisure-time classes and park facilities is contained in the *Recreation & Community Services Catalog* and also highlighted in the following summary.

Recreation Activities - The City's *Recreation & Community Services Catalog* contains a complete listing of special interest workshops that include; craft classes, exercise/fitness classes, dance classes, preschool and youth programs. These programs are offered during the spring, summer and fall/winter seasons.

Lakewood Youth Sports - The Lakewood Youth Sports Program has been a fundamental component of life in the community since 1956. Since then, Lakewood Youth Sports has evolved over the years, reacting to changes in the community and in society in general. In 1994, 4,361 boys and girls played baseball, softball, T-ball, football and volleytennis. During summer months, specialized camps and clinics offer an intensive, skill-building experience for young players.

Preschool Programs - Preschool education classes and parent-cooperative Tot Lots are the focus of the City's programs for the youngest members of the community. Tot Lot is a parent-sponsored preschool program held at various Lakewood parks. Tot Lot offers morning play and basic learning programs for preschool-age children.

In the year 1994, there were 278 children enrolled in the Tot Lot program. The City held 140 pre-school programs and served 2,100 children during that time.

Aquatics Programs - Lakewood has public swimming pools at Mayfair and Bolivar Parks. Each facility offers recreational swimming during the summer months. There are modest fees for recreational swimming and swimming instruction. Some of Lakewood's parks have wading pools for the younger children.

Community Events - The department has a long-standing tradition of offering community-wide events. Over 35,000 residents annually enjoy the Pan American Fiesta, Halloween activities and summer concerts in the park.

Other City of Lakewood Recreational Programs include:

- Community Gardens
- After School and Holiday Programs at City Parks
- Special Summer Outings
- Summer Day Camp
- Special Family Fun Days
- Program for Disabled

Park Facilities

In addition to offering day use opportunities, Lakewood's 13 park facilities are available for events such as family picnics, birthday parties and community organizations. Park buildings and fields are available to residents on a minimal fee basis. Non-residents are able to rent some facilities at an increased fee. All Lakewood parks have a variety of facilities and many have barbecue grills and sinks, as well as activity rooms with tables, chairs and other special event resources. Table 8.1 presents a listing of city parks and their accompanying acreage.

In addition to City parks, other Lakewood recreational facilities include:

Lakewood Country Club - This 171.3 acre, 18-hole golf course is county-operated. On-site buildings include a tennis center, dining and banquet facilities. The Lakewood Golf Course is located at 3101 Carson Street.

Equestrian Center and Rynerson Park - Rynerson Park (53.03 acres) and the Lakewood Equestrian Center (14.9 acres) extend along the east side of the San Gabriel River with entrances on Studebaker Road and Carson Street. The Lakewood Equestrian Center offers riding lessons, horse boarding services and family activities.

Bikeways - Lakewood's extensive bikeway system consists of bike paths, bike lanes and bike trails. Overall, the City's proposed bikeway plan will consist of approximately 40 linear miles.

CITY OF LAKEWOOD

GENERAL PLAN

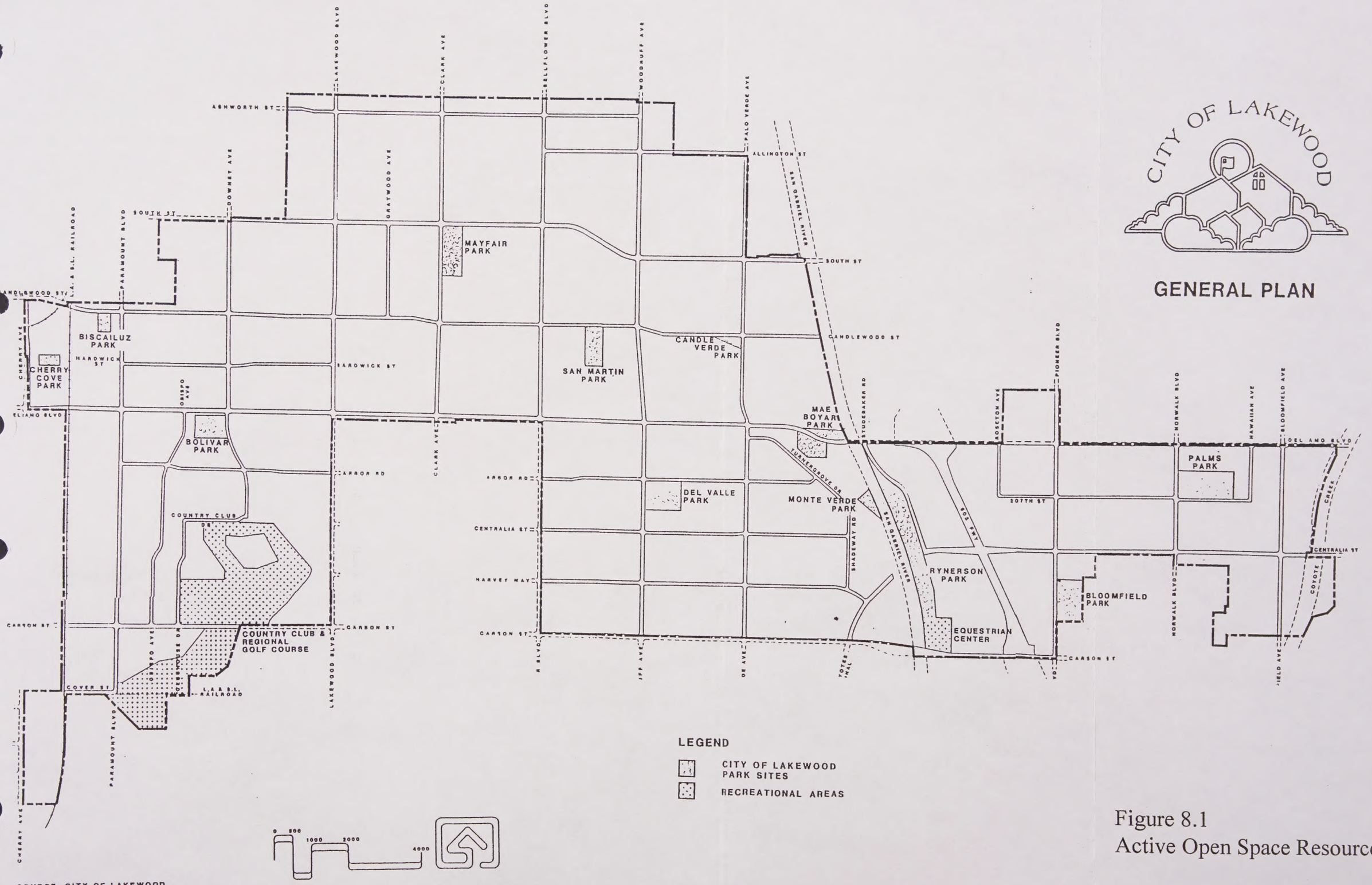


Figure 8.1
Active Open Space Resources

SOURCE: CITY OF LAKEWOOD
COMMUNITY DEVELOPMENT DEPARTMENT

Human Services The City of Lakewood is committed to the provision and enhancement of recreational, human and public service programs which serve its residents' diverse needs. The City is devoted to ensuring these programs are accessible to all persons regardless of sex, age, income status, and physical ability.

Table 8.1
City Parks
City of Lakewood

Park	Acreage
Biscailuz Park	3.94
Bloomfield Park	13.53
Bolivar Park	9.9
Candleverde Park	2.18
Cherry Cove Park	2.96
Del Valle Park	14.9
Lakewood Equestrian Center	14.9
Mae Boyar Park	11.78
Mayfair Park	16.26
Monte Verde Park	4.75
Palms Park	15.97
Rynerson Park	53.03
San Martin Park	9.96
Tot lot-Candlewood/Downey (Vacant)	1.45
Tot lot-Candlewood/Deeboyar (Vacant)	.18
Pedestrian Walkway (Between Pixie and Maybank, APN 7152-009-900)	.22
Parkway Panels (Landscaped medians with walkway areas. This area was added in 1973 as part of the Open Space Plan.)	28.54
Total Park Acreage	**204.45**

Lakewood's ethnic composition has become more diverse during the past decade. These changes will affect the type and level of human service programs the City provides into the 21st Century. According to Census data, Lakewood persons of white--not of Hispanic--origin decreased from 81.8 percent in 1980 to 72.3 percent in 1990. City records indicate that the ratio of persons with human service program requests over the past ten years, and who identified themselves as anything other than non-Hispanic white, has increased.

During the past decade, the need for child care has increased as more women entered the work force. Since 1980, nationwide, the number of women entering the work force increased by 20 percent. According to the 1990 Census, 60.3 percent of households with working women in Lakewood had children under six years of age; countywide this figure was 54.5 percent.

The City of Lakewood is proud of its reputation as a leader in the design and implementation of innovative recreational and human service programs. At the heart of Lakewood's service philosophy is its goal to serve the recreational and human service program needs of all its residents.

The majority of Lakewood's human services are provided from the City's three community service centers: Palms Community Service Center, Burns Community Service Center, Weingart Senior Center and Youth Center. The Burns Community Service Center is the City's "hub" for human service programming. In addition, this facility serves as the City's information and referral station for citizens seeking human service programs.

Human service programs directly operated by the City include the DASH Transportation Program, and Information and Referral. Other programs, such as MAW (Mothers at Work), a child care service, the Senior Nutrition Program, Meals on Wheels and Consumer Credit Counseling Services, are operated by specialized service providers. The City supports these services by providing building space and volunteers. Sometimes the City contributes financial support and operating supplies.

Trends and Needs

Major trends and needs which will affect Lakewood's recreation and community services programs and resources into the next century are as follows:

Between 1980 and 1990:

Trend: The number of persons per household decreased from 2.89 to 2.81, while the total number of households grew by 1.3 percent (+341).

Need: Smaller households have the same municipal needs and costs, but typically spend less retail tax dollars, thereby, reducing a city's ability to fund services.

Trend: "Family" households decreased by 3.9 percent while "non-family" households increased by 24.1 percent

Need: "Non-family" households are typically seniors and empty nesters. These households have special recreational, transportation and in-home care needs.

Trend: Lakewood residents over 65 years old increased by 60 percent.

Need: Senior and empty-nester households have specific recreational, transportation and in-home care needs.

Trend: Lakewood persons of White--not of Hispanic--origin decreased from 81.8 percent in 1980 to 72.3 percent in 1990 (1990 Census).

Need: Cultural diversity creates unique recreational and human service needs. Needs for language classes and job training are but a few.

Trend: Lakewood's "family" households, having working women and children under six years of age, comprised 60.3 percent; compared to 54.5 percent countywide.

Need: Recreational and sports programs offer child care and enrichment opportunities for working parents. Youth sports, after-school supervision at parks, summer day camps and pre-school programs serve Lakewood's families.

Trend: As a result of the American with Disabilities (ADA) Act of 1990, cities must actively address the special needs of disabled persons.

Need: Disabled persons have unique transportation and human service program requirements. Barrier-free facilities and activities are a must for the disabled.

Trend: During Fiscal Year 1991-92, Lakewood was drained of $931,000 through state budget diversions of local revenues. These diversions are expected to continue into the next decade and perhaps longer.

Need: Due to declining revenues, Lakewood must continue to utilize innovative ways to maintain its current recreation and community service program levels.

Opportunities

Numerous opportunities exist which will enable Lakewood to successfully maintain, and where possible, enhance its delivery of recreational and human service programs.

Parks Twelve parks and numerous other recreational facilities, totaling 204.45 acres, serve Lakewood residents. All of Lakewood's recreational facilities are located within easy walking distance from all residential zones. (See Table 8.1.)

Schools Twenty neighborhood schools, totaling 295.95 acres, are available for open space use through existing and potential joint-use agreements between the City of Lakewood and local school districts. (See Table 8.2.)

Open Space Passive and active open space lands inventoried in Lakewood totaled 976.36 acres or 13 acres per 1,000 residents (based on 73,557 residents). Although no specific standards exist for adequate urban open space, most municipalities strive for 7.0 acres per 1,000 residents. (See Table 8.3.)

Volunteers During Fiscal Year 1992-93, volunteers gave 52,700 hours of their time. Volunteers coach youth sports, keep numerous senior's programs operating (including Meals-

on-Wheels) and assist disadvantaged persons (Project Shepherd).

Recreation and Leisure Activities Lakewood's vast array of recreation and leisure activities include: Youth sports, aquatics, community events, community gardens, day camps, programs for the disabled, and after school and holiday programs at City parks.

Table 8.2
Area Schools
City of Lakewood

SCHOOL	ADDRESS	ACRES
Betsy Ross School (Child Care Center)	5511 Whitewood Avenue	8.05
Aloha Elementary School	11737 E. 214th Street	9.85
Cleveland Elementary School	4760 Hackett Avenue	10.78
Stephen Foster Elementary School	5332 Bigelow Street	9.95
Samuel Gompers Elementary School	5206 Briercrest Avenue	10.23
Esther Lindstrom Elementary School	5900 Canehill Avenue	10.73
Oliver Wendell Holmes Elementary School	5020 Barlin Avenue	10.42
James Whitcomb Riley Elementary School	3319 Sandwood Street	11.11
Douglas MacArthur Elementary School	6011 Centralia Street	9.45
James Monroe Elementary School	4400 Ladoga Avenue	10.14
James Madison Elementary School	2801 Bomberry Street	10.16
Palms Elementary School	12445 207th Street	6.68
Ella Melbourne Elementary School	21314 Claretta Avenue	14.95
Craig Williams Elementary School	6144 Clark Avenue	10.95
Willow Elementary School	11733 E. 205th Street	10.55
Hoover Jr. High School	3501 E. Country Club Drive	16.03
Lakewood Senior High School	4400 Briercrest Avenue	32.34
Mayfair High School	6000 Woodruff Avenue	42.20
Artesia High School	12108 Del Amo Boulevard	41.07
Michelson High (Continuation) School	3717 Michelson Street	9.92
Total 1992 Acreage Utilized by Public School Uses		**295.56**

Table 8.3
Open Space

OPEN SPACE RESOURCE	ACRES	ACRES PER 1,000 RESIDENTS
Active:		
Parks	204.45	
Regional Golf Course	171.30	
Schools	295.56	
Electric Transmission Easements		
• used for Park Purposes	35.16	
	Subtotal: 706.47	Subtotal: 9.0
Passive:		
Electric Transmission Easements		
• used for Community Gardens	2.9	
• used for Commercial	41.33	
Agriculture	79.11	
• used for Power Lines	82.70	
Flood control	24.46	
Water Utility Fund Land	28.54	
Park Panels	1.85	
Misc. Park Lands		
	Subtotal: 260.89	Subtotal: 4.0
TOTAL:	**967.36**	**13.0**

Goals, Policies, and Implementation Programs

The following goals, policies, and implementation programs address recreational and community services:

1. Goal: Provide opportunities for the pursuit of leisure skills, activities, and interests.

Policies:

1.1 Provide programs in the area of the arts, self improvement, fitness and crafts for youth and adults.

1.2 Provide a variety of youth recreational opportunities such as: day camps, after-school activities and athletic programs.

1.3 Provide community event opportunities for all ages and cultures.

2. Goal: Maintain Lakewood's recreational opportunities for the enjoyment of its residents.

Policies:

2.1 Maintain Lakewood's excellent system of parks, recreational facilities and bikeways.

2.2 Continue utilizing joint use agreements with public school districts for the use of school facilities for recreational purposes. Investigate the expansion of this mechanism should additional recreational areas be needed.

2.3 Utilize community organizations and business sponsors to support recreational programs and opportunities.

2.4 Continue to collect park development fees for future maintenance and improvements at City parks and facilities.

2.5 Utilize utility easement areas abutting residential uses for undeveloped passive open space or agricultural purposes. No parks or other active recreational uses should be situated in these areas.

3. Goal: Provide a human service program delivery system that meets the varied and changing needs of Lakewood's residents.

Policies:

3.1 Continue to provide health, recreation and socialization programs to meet the changing needs of Lakewood's elderly residents.

3.2 Maintain existing child care services offered through contract at Burns Center and coordinate child care services citywide.

3.3 Continue to coordinate emergency-assistance programs, such as Project Shepherd, for economic-disadvantaged persons and families.

3.4 Continue to coordinate and conduct human service programs for the disabled and other "special-needs" persons.

3.5 Ensure non-discrimination and accessibility to the disabled in all City programs and services.

3.6 Continue to monitor human service programs in surrounding communities to minimize program duplication while ensuring program and service access to all Lakewood residents.

3.7 Utilize volunteer resources when possible for the delivery of recreation and community service programs.

3.8 Continue to provide paratransit services for Lakewood's senior adult and disabled populations.

3.9 Encourage Lakewood schools to provide the highest quality education to Lakewood residents.

Implementation Programs

Implementation programs are the tools directly used to carry out the General Plan. The number shown in italics following each implementation program indicates the policy (or policies) that is supported by that program.

Program 1. The City shall actively search for, and consider, new funding sources for recreation and community service projects.
1.1, 1.2, 1.3, 2.1, 2.4, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.8, 3.9

Program 2. Continue to allow undeveloped passive open space and agricultural uses in utility easement right-of-ways.
2.5

Program 3. The City should examine the service range of parks in the City, and consider joint use agreements with public school districts for the use of school facilities to service those neighborhoods that fall outside of existing service ranges and to enhance the City park system.
1.2, 2.2, 3.9

Program 4. Advertise for, and recruit volunteers of all ages and socio-economic backgrounds.
2.3, 3.5, 3.7

Program 5. Prepare a bikeway plan using the existing and recommended bikeway plans contained in the technical background report.
2.1

Program 6. Coordinate and provide youth and adult leisure and recreational classes to Lakewood residents.
1.1, 1.2, 1.3, 3.1, 3.4, 3.5, 3.9

Program 7. Survey other cities and agencies to reassess that there is no redundancy in the provision of community services.
3.6

Program 8. Realizing the role that the quality of education plays in the life of the Lakewood community, the City should form cooperative partnerships with Lakewood schools to achieve the highest standard of education.
3.9

Program 9. Encourage Lakewood schools to seek new sources of funding as they become available.
3.9

Program 10. Encourage the continuation of existing programs and the implementation of new programs, that deter youth from nuisance and criminal activities.
1.1, 1.2, 2.2, 2.3

9.0 Air Quality

Introduction to the Air Quality Element

Air quality has long been an environmental issue in the South Coast Air Basin (SCAB). As early as the 1940s and 1950s, the Basin began to experience significant air pollution problems resulting from rapid growth. Light winds, poor vertical mixing, abundant sunshine, and surrounding topography are all factors contributing to the air pollution problem. Today, the Basin exceeds federal ambient air quality standards more frequently than any other area in the nation.

Air pollution damages the health of humans, plants, livestock, and building materials, resulting in enormous economic and health costs. The U.S. Environmental Protection Agency estimates that approximately 44 million people nationwide are exposed to ozone exceeding recommended levels (and resultant respiratory damage) an average of nine times per year.

Air pollution affects everyone, especially pregnant women, the elderly, those with respiratory illness or cardiovascular disease, and young children. While school age children account for less than 20% of the Basin's population, they constitute over 40% of those afflicted by air pollution-related illnesses. Attainment of federal particulate and ozone would save an estimated $9.4 billion annually in health costs, while attainment of State standards would save $14.3 billion. Still, the extent of the many known health and economic effects caused by air pollutants is not fully known.

This Element is derived from the Model Air Quality Element prepared jointly by 21 jurisdictions during 1992 and early 1993. A multi-agency effort is necessary since air pollution cannot be confined by jurisdictional boundaries. Ultimately, the regulation of land uses and sources of air emissions must occur at the local jurisdictional level, where restrictions over such sources occur.

The mandate for governmental and private sector action to reduce pollutants includes, but is not limited to, the following requirements in the California Clean Air Act:

- Establishment of an indirect source control program, reducing emissions from uses which generate motor vehicle traffic;
- Reduction of target pollutants by 5 percent per year;
- Achievement of an average vehicle ridership of 1.5 persons per commuter vehicle by 1999;
- Limitation of mobile source pollutants to no net increase after 1997, despite continued growth;
- Substantial reduction in growth of vehicle trips (VT) and vehicle miles traveled (VMT); and
- Conducting public education programs on air quality.

It is very difficult for cities in the SELAC area, including Lakewood, to take effective actions to reduce pollutant emissions. The actions available to local governments do not

present particularly palatable choices because many of them are politically controversial and there is growing evidence that many are also not very cost effective. Lakewood businesses are struggling with serious economic problems and cannot afford added costs without some visible business benefit. Yet, it is the citizens of our communities who also suffer the substantial direct and indirect, short and long term health costs air pollution. The Air Quality Management Plan (AQMP) mandates participation by local government in helping to improve air quality.

Faced with this dilemma, the SELAC leaders who helped to shape the Model Air Quality Element believe a statement of principles is essential to help local officials, business leaders and community members establish local air quality goals, policies and implementation programs. The Guiding Principles stated below reflect the sincere attempt by participants in the SELAC air quality planning process, in which the City was a participant, to reconcile the unavoidable conflicts central to any program for improving our air quality. Lakewood endorses the Guiding Principles as the foundation for improving air quality.

Guiding Principles

The following principles from the Model Air Quality Element express the basic orientation from which goals and policies are formulated. To the maximum extent possible, goals and policies are focused on topical areas of action and do not attempt to repeat the principles, rather they reinforce them. Interpretations of intent and extent of implementation of air quality goals and policies are subject to the application of these principles:

City Capabilities All measures and actions requiring local government effort are understood to be limited to the extent that fiscal conditions and resources are available.

Mobility Actions to reduce emissions must be balanced with continued mobility.

Economic Vitality Actions to reduce emissions must be balanced with continued economic vitality of SELAC cities.

Cost Effectiveness The combination of actions taken to reduce emissions should be cost effective.

Incentives and Regulations Emphasis should be placed on incentives rather than regulation.

Basic Costs It is understood that all resources, whether public or private, cost someone something: nothing is free.

Emission Reduction Strategy Actions will be aimed at ways to reduce mobile emissions: reduce the number of vehicle trips (VT) made and the number of vehicle miles traveled (VMT).

Local Modifications Each city is expected to adopt as many goals and policies as it can from the Model Element and to modify what it must to reflect local preferences.

Level of Policy Commitment Each city is expected to determine its own level of commitment.

Menu of Actions Each city is expected to take the actions it can reasonably take from the menu provided in the Model Element.

Local Government Leadership To the extent permitted by fiscal and other limitations, local government is expected to set an example for the business community in implementing air quality improvement strategies.

Coordinated Commitment Policy and action taken in a coordinated way by SELAC cities will be more effective than totally independent commitments.

Cooperative Action Combinations of cities within the SELAC area can be effective if selected actions are taken jointly.

Education Public education is critical to the successful adoption and implementation of actions to improve air quality.

Consistency The business community will find it easier and less costly to comply with air quality requirements if they are consistent from city to city within SELAC.

Continuity Sustaining the cooperative air quality approach in SELAC beyond completion of the Model Element will contribute to implementation effectiveness.

Regulatory Framework

The array of legislative mandates flowing to local governments has expanded significantly in recent years. Requirements for solid and hazardous waste management call for source reduction and recycling programs by local governments to remove the pressure from landfills which are near capacity and increasingly difficult to replace. Congestion management to reduce traffic congestion on state highways and principal arterials is now mandated through the Congestion Management Program (CMP), administered by the Metropolitan Transportation Authority and requiring locally adopted supporting programs. Federal funding programs for transportation improvements now operate largely under the Intermodal Surface Transportation Efficiency Act: federal legislation that de-emphasizes roadway expansion for single occupancy vehicles and shifts priority more heavily to forms of transit.

These mandates share a common feature: the inclusion of air quality as an essential factor in the program structure called for by the legislation. The severity of pollutant levels and the extent of highway congestion affect the role of air quality as a factor in program content and funding implications. All of this is in addition, but related to, federal and state legislation focused specifically on air quality.

The Clean Air Act, promulgated in 1970 and amended twice thereafter (including the recent 1990 amendment), establishes the framework for modern air pollution control. The Act directs the Environmental Protection Agency (EPA) to establish ambient air standards for six pollutants: Ozone, carbon monoxide, lead, nitrogen dioxide, particulate matter and sulphur dioxide. The National Air Quality Standards (NAAQS) are divided into primary and secondary standards; the former to protect human health within an adequate- margin of safety and the latter to protect the physical environment.

According to the Act, states are required to submit a State Implementation Plan (SIP) for areas that exceed the NAAQS, or non-attainment areas. The SIP, which is reviewed and approved by the EPA, must demonstrate

how the federal standards will be achieved. Failure to submit a plan or secure approval could lead to denial of federal funding and permits for such improvements as highway construction and sewage treatment plants. In cases where the SIP is submitted but fails to demonstrate achievement of the standards, the EPA is directed to prepare a Federal Implementation Plan.

In addition to the six pollutants regulated by federal legislation, the California Clean Air Act establishes standards for Hydrogen Sulphide, Sulphates and Vinyl Chloride. Responsibility for achieving these standards (which are more stringent than federal standards) is placed on the CARB and local air pollution control districts. District plans for non-attainment areas must be designed to achieve a five percent annual reduction in emissions. The Air Quality Management Plan (AQMP) is, in turn, incorporated into the SIP.

With the aim of complying with all federal standards by 2007, the South Coast Air Quality Management District (SCAQMD) and SCAG jointly prepared the 1989 Air Quality Management Plan (AQMP). The Plan calls for implementation of rules and regulations by the Air Resources Board, the SCAQMD, the EPA and local jurisdictions. The 1989 AQMP was revised in 1991 to incorporate the standards of the California Clean Air Act (CCAA).

The CCAA became effective on January 1, 1989, and is more stringent than the Federal Clean Air Act. On September 9, 1994, the South Coast Air Quality Management District Governing Board adopted a revision to the Air Quality management Plan known as the "1994 Air Quality Management Plan".

Cities and counties in the SCAG region have a variety of responsibilities which impact air quality, both directly and indirectly. They are identified as having implementation responsibilities for Transportation Control Measures (TCM) in the AQMP. Both have local land use planning, zoning, subdivision review, building and occupancy permits, and other land regulatory authorities. They also have business permitting authority, and provide transportation facilities and services. In addition, the counties have public health regulatory responsibilities. Some counties and cities are major employers and, as such, help encourage telecommuting and similar activities. With respect to air quality, local governments are responsible for mitigating emissions from land use decisions and implementing their respective roles in the AQMP.

Local governments serve an important role in developing and implementing the Plan's transportation control measures. Local governments are also responsible for helping provide supportive actions through participation in the Clean Cities program, and being sensitive to air quality issues in local decision making.

The Clean Cities Program gives local government the ability to participate in emission/congestion reduction and job creation strategies in a cost effective manner. Clean Cities Support Services will provide local government with technical assistance in their decision-making regarding the purchase of Advance Transportation Technology (ATT) products. Local government will receive guidance with specific actions that would accelerate the purchase of ATT products. For example, local government may be requested

to adopt building code language (where language does not currently exist) to permit electric and alternative fuel vehicle refueling infrastructure installation. This example will assist in the deployment of Evs and is one of many actions that governments can take to implement the clean cities program.

This Air Quality Element has been prepared in light of the existing 1994 AQMP regulations and the evolving implementation techniques currently being developed by the District and SCAG.

Background

Effects of Air Pollution Both the State of California and the Federal Government have established health based standards for six air pollutants. These pollutants include carbon monoxide, nitrogen dioxide, sulfur dioxide, ozone, lead and fine particulate matter (PM10). The most critical pollutants in terms of health effects are described below:

Carbon Monoxide (CO) Carbon monoxide is an odorless gas that can cause dizziness, fatigue, and impairments to central nervous system functions. CO passes through the lungs into the blood stream where it interferes with the transfer of oxygen to body tissues.

Ozone Ozone is a pungent, colorless gas that is a typical component of Southern California smog. The major effects of "oxidants" are visibility reduction, vegetation damage, aggravation of respiratory diseases and eye irritation. Peak ozone concentrations result in reduced lung function, particularly during physical activity. This effect is acute in the sick, elderly and young children. Ozone levels peak during the summer and early fall months.

Particulate Matter Particulate matter (PM10) is small suspended particulate matter. Particulate matter may carry carcinogens and other toxic compounds. Human lungs are unable to filter this matter because of its small size. PM10 can be carried to other organs once its enters the body through the lungs.

Nitrogen Oxides (NOx) Nitrogen oxide is an irritating gas that may increase the susceptibility of individuals to infection and may constrict the airways of asthmatics.

Types of Air Pollutants

Pollutants are usually divided into two classes; particulate matter (either solid or liquid) and the various pollutant gases. Both classes affect citizens in Lakewood.

Smoke Composed of carbon and other products of incomplete combustion, smoke is an obvious form of pollution. Earth moving operations, especially construction and farming, and industrial processes that involve grinding or pulverizing materials, generate significant amounts of dust. In addition, liquid aerosols and solid particles form photochemically in the atmosphere when sunlight reacts with waste gases. Natural and synthetic formation of particulate matter is a factor in the region's emissions patterns. As noted above, small particles less than 10 microns in size are the subject of state and federal air quality standards.

Carbon Monoxide (CO) The most significant gas affecting Lakewood's air quality is carbon monoxide (CO). This gas is a primary pollutant in that it can directly be damaging. About 70 percent of Southeast Los Angeles County's carbon monoxide comes from the

incomplete combustion of gasoline by motor vehicles. State and federal controls on new cars are designed to limit carbon monoxide.

Reactive Organic Gases Reactive Organic Gases (ROG) is a by-product of incomplete combustion of fuel and organic waste material. ROG is also emitted to the atmosphere when paints, inks, solvents and gasoline evaporate. Rules regulating reformulation of gasoline in order to reduce emissions of reactive gases will be implemented by the California Air Resources Board (CARB) through the year 2000. Like CO, ROG is also a precursor to the formation of ozone, or smog.

Photochemical Smog-Ozone Ozone—or photochemical smog—is a relatively new kind of air pollution. It results from a chemical reaction which takes place in the atmosphere between nitrogen dioxide and reactive organic gases under the influence of sunshine. Various factors affect this process, including the quantity of gases present, the volume of air available for dilution, the temperature and the amount of sunshine. Ideal conditions occur in the fall on warm, windless, sunny days, and this is when we most frequently experience smog conditions. The largest fraction of photochemical smog is ozone (O_3).

The greatest source of the gases that trigger photochemical smog is the automobile. In the South Coast Air Basin (SoCAB), about 58 percent of the nitrogen oxides come from cars and trucks. The State's automobile control program has already succeeded in making a substantial reduction, with more progress expected through the decade.

Topography and Weather

Lakewood is located in the SoCAB which includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside counties. The unique topographic and climatic conditions in the basin impact air quality. The basin is surrounded by the San Gabriel, San Bernardino, and San Jacinto mountains. The topography results in the potential for trapping and accumulation of air pollutants in the air basin.

While contaminants are emitted at a fairly constant rate throughout the year, pollution concentrations fluctuate depending on weather. The amount of air available to dilute pollutants depends primarily on two factors: the horizontal airflow and the vertical mixing. Vertical mixing is severely limited by temperature inversions. Temperature inversion prevents pollutants from rising and being diluted vertically, thereby trapping pollutants in the lowest layer of the atmosphere, where people breathe.

Normally the atmosphere's temperature decreases with altitude. During an inversion, warmer air lies above a layer of cooler air. The strong inversions typical of our summers are caused by downward vertical motion, called subsidence, which compresses and heats the air. Surface inversions typical of winter are formed by radiation as air is cooled in contact with the earth's cold surface at night. Both types of inversion may form at any time of the year, and in the fall both may combine to produce the heaviest pollution levels.

The other major factor influencing pollutant dispersion is horizontal airflow, which is

measured by wind speed. Wind direction is a major factor in alleviating air pollutant concentrations. Wind direction reversals can cause pollutants to drift back and forth beneath the inversion as winds shift. The inversion and wind speed together determine the ventilation factor, which refers to the total volume of air available to dilute our contaminants. In Southeast Los Angeles County ventilation is normally adequate to disperse most of our pollution. However, poor ventilation during the warm, sunny months fosters the development of photochemical ozone, resulting in a "smog season" between May and October. Other contaminants such as carbon monoxide and particulates reach their highest levels in late fall and winter, but the very shallow inversions that cause their build-up do not persist.

Goals, Policies, and Implementation Programs

A general goal statement expresses the general, long range condition toward which each effort is directed. Each goal is reinforced by policies that provide guidance for decisions that will advance the goal. Implementing actions in the local air quality implementation program are the results of establishing policy.

1. Goal: Effective coordination of air quality improvement efforts in Lakewood and the region.

Policies:

1.1 Recognize that air pollutants are not constrained by political boundaries and that the policies of each community may adversely affect others. That is why strategies to improve air quality must be coordinated among governments.

1.2 Utilize the most cost effective methods of reducing pollutants, balancing air quality, economic vitality and mobility.

2. Goal: A diverse and efficient ground transportation system that minimizes air pollutant emissions.

Policies:

2.1 Encourage the reduction of single occupant automobile vehicle trips and vehicle miles traveled to improve traffic flow efficiency.

3. Goal: A pattern of land uses which can be efficiently served by a diversified transportation system and which directly and indirectly minimizes air pollutants.

Policies:

3.1 Achieve a pattern of land uses that facilitates a reduction in mobile emissions through the availability of alternate transportation modes.

3.2 Encourage the retrofitting and revitalization of existing development that can be accompanied by techniques to directly and indirectly reduce emissions.

4. Goal: Minimize particulate emissions from the construction and operation of roads and buildings.

Policies:

4.1 Reduce particulate emissions through regulations and enforceable measures to the greatest extent possible. Sources of particulate emissions include unpaved roads, accumulated debris on paved roads, and dirt lots.

5. Goal: Emissions reductions through decreased energy consumption.

Policies:

5.1 Encourage the conservation of resources where fiscal and economic impacts are acceptable.

5.2 Encourage recycling efforts to reduce emissions and energy consumption.

Implementation Programs

Implementation programs are the tools directly used to carry out the General Plan. The number shown in italics following each implementation program indicates the policy (or policies) that is supported by that program.

Program 1. Coordinate with other jurisdictions in Southeast Los Angeles County in a continuation of the consortium to establish compatible air quality plans and implementation programs where practical.
1.1, 3.1

Program 2. Explore the feasibility of a consortium process to integrate the development, implementation, monitoring, verification of cost effectiveness, and reporting of related programs.
1.1, 1.2

Program 3. Encourage the involvement of environmental groups, community organizations, businesses, business organizations, labor groups, and the general public in the formulation and implementation of air quality improvement programs.
1.1, 1.2

Program 4. Continue educating the public about air quality problems, within the fiscal capabilities of the City, highlighting economic and health implications of poor air quality and demonstrate what individuals can do to help improve air quality. These outreach programs can utilize Lakewood Living, Lakewood radio (1620 AM), telephone and the Internet.
1.1, 1.2, 5.1, 5.2

Program 5. Promote state and federal legislation which would provide adequate sources of funding for air quality planning, coordination, implementation, and public educational programs.
1.1

Program 6. Encourage the development of carpool facilities, and inform residents of such amenities in the Lakewood Living newsletter.
2.1

Program 7. Establish programs and incentives for employers for the purpose of implementing telecommunications/teleconferencing systems where operational impacts are acceptable.

1.1, 1.2, 2.1, 3.1

Program 8. Participate in cooperative programs, and comply with the Congestion Management Program (CMP), for the orderly flow of traffic to maintain or improve mobility.
1.1, 2.1

Program 9. Encourage the appropriate agencies to expand bus, rail and other forms of transit along major transportation corridors in Southeast Los Angeles County, that provide connections between residential areas, regional employment and commercial centers, special activity centers such as airports, public/quasi public centers such as health care facilities, and major recreation areas.
1.1, 2.1, 3.1

Program 10. Encourage governmental and business employers to implement trip reduction programs and alternative work schedules for employees where fiscal and economic impacts are acceptable.
1.1, 1.2, 2.1, 3.1

Program 11. Provide alternatives to motorized transportation in cooperation with other jurisdictions and special districts by establishing a convenient and efficient system of bicycle routes and pedestrian walkways within the community, and trail linkages between communities whenever feasible.
1.1, 2.1, 3.1

Program 12. Improve the design of facilities to encourage ridesharing and non-motorized transit instead of single-occupant vehicle use, utilizing the Development Review Board, while ensuring that economic development goals and congestion management are not sacrificed.
1.2, 2.1, 3.1, 3.2, 4.1, 5.1, 5.2

Program 13. Participate with other local governments in seeking legislation that would continue to expand sources of funding for Transportation Demand Management strategies and transportation system improvements.
1.1, 1.2, 2.1

Program 14. Seek legislation to provide financial incentives for fleet conversion for public and private automobiles to alternate fuels, and where fiscal benefits can also be demonstrated, invest in clean fuel systems for new City fleet vehicles.
1.2, 2.1, 5.1

Program 15. Participate with other local governments in seeking state and federal legislation that would improve transportation technology and would establish a direct link between the true cost of emissions and the sources of air pollution.
1.1, 1.2, 2.1

Program 16. Develop public education information which explains the benefits of efficient land use patterns and compact development.
5.1, 5.2

Program 17. Participate with the Air Quality Management District in the development of a regional rule involving truck operating schedules and possible route restrictions to relieve congestion on major arterials, including specific consideration of type, size, cost, location and security needs of the businesses, as well as impacts of local noise policies and ordinances.

1.1, 1.2, 2.1

Program 18. Where an imbalance exists or is projected, seek new development that provides employment opportunities for residents of the community in order to improve the balance of jobs relative to housing.
1.2, 3.1, 3.2, 5.1

Program 19. Provide incentives for establishing a complementary mix of uses within projects to reduce the number and length of trips and promote a shift from auto use to transit, pedestrian and bicycle modes of travel.
1.2, 2.1, 3.1, 3.2, 5.1

Program 20. Develop and promote public education programs within the fiscal capabilities of the City concerning air pollution from automobiles and other mobile sources of pollutants and the opportunities available for transit or non-motorized transportation.
2.1, 5.1

Program 21. Collaborate with the SCAQMD and other agencies to mitigate potential health impacts on sensitive receptors (schools, hospitals, residential areas) from surrounding sources of toxic air contaminants, and to ensure that toxic emissions do not exceed air quality standards.
1.1, 1.2, 3.1, 4.1, 5.1, 5.2

Program 22. Encourage construction and renovation methods that minimize emissions from building materials construction activities.
1.2, 3.2, 4.1

Program 23. Encourage participation by other jurisdictions and private industry in locating or developing markets for recycled products to facilitate implementation of the City's Source Reduction and Recycling Element to conserve energy resources and achieve a corresponding reduction in air pollution.
1.1, 1.2, 5.1, 5.2

Program 24. Minimize particulate emissions from roads, parking lots, construction sites, and vacant lots, taking into consideration public and private costs.
1.2, 4.1

10.0 Economic Development

Introduction to the Economic Development Element

Section 65303 of the Government Code allows local governments to adopt "any other elements or address any other subjects which...relate to the physical development of the county or city," aside from the mandated elements listed in Government Code Section 65302. Once adopted and integrated into the general plan, optional elements have the same force and effect as the mandatory elements and like the mandatory elements, must be consistent with other General Plan elements.

Due to Lakewood's shrinking supply of vacant land, the majority of the City's future economic growth will occur within its two redevelopment areas and its existing under-utilized industrial and commercial areas. This typically means "recycling" or "reuse" of land by converting or removing existing uses and building or locating new uses. These new uses typically respond to market demands and should make more efficient use of the land.

With the reduction of Southern California's aerospace industry and related industries, coupled with the closing of military installations, employment opportunities that offer above average pay are also disappearing. Lakewood recognizes that the loss of jobs and loss of income will adversely affect the region as individuals and businesses are confronted with economic hardships. In the interest of the City and the region, Lakewood hopes to reverse this trend by working towards the renewal of a strong economy. The focus of the economic development element is to improve the quality of life in Lakewood and in the region, through the creation of permanent, quality employment opportunities and commercial investment.

Proactive City Design Programs

Lakewood is devoted to protecting its attractive, well-planned appearance, and its residential neighborhoods. The programs below ensure that these assets are maintained.

Lakewood Beautiful "Lakewood Beautiful", started in 1980, is a community program designed to recognize Lakewood residents who have achieved a measure of excellence in the exterior maintenance and landscaping of their homes. By singling out the homes of responsible homeowners in each of the City's neighborhood areas, Lakewood Beautiful reinforces the spirit of neighborhood pride.

Lakewood Business Beautiful The "Lakewood Business Beautiful" program, started in 1982 by the City of Lakewood, honors those commercial, retail, and institutional buildings which demonstrate exceptional achievement in the areas of design and beautification. The goal of "Lakewood Business Beautiful" is to inspire others to beautify their properties. The "Lakewood Business Beautiful Program" is operated under the general direction of the Lakewood Beautification Advisory Committee, the Chamber of Commerce and sponsored by the City of Lakewood and the Lakewood Rotary Club.

Development Review Board Lakewood's Development Review Board (DRB), composed of a board-certified architect, a landscape

architect, and a City planning staff member, is available free of charge to Lakewood property owners. The DRB, which serves as both a City advisory and approval body, assists commercial property owners and homeowners with new projects, remodels, room additions, and the technical (and simple) aspects of property improvement. The primary goal of the DRB is to ensure that physical property improvement projects are designed and constructed in accordance with the City's high standards of quality.

Design Assistance - Staff planners and plan checkers are available to assist both businesses and homeowners with property improvement related questions.

Lakewood Redevelopment Agency

California Redevelopment Law enables local governments, through the redevelopment process, to revitalize local economies and eliminate blighted conditions. Under State law, a local government must first adopt a redevelopment plan before commencing redevelopment activities. Such a plan includes, among other things, maps delineating boundaries of the project area.

Often, redevelopment projects are financed from the "tax increment" revenues generated within the project area. The revenues generated in a project area are used to make improvements in the project area. These improvements may take the form of property rehabilitation loans, capital improvement projects and business incentives. In some cases, eminent domain is used to purchase blighted property which is then rehabilitated.

The City of Lakewood has two redevelopment project areas: The Town Center Redevelopment Project Area and Project Area No. 2. The Town Center Project Area was established with the adoption of the "Redevelopment Plan" by the City Council on November 28, 1972. Both project areas conform to this element's goals of creating new employment opportunities and fostering commercial investment. The Town Center Project, a commercial revitalization project of 255 acres, was the first to be undertaken by the Lakewood Redevelopment Agency. The Dutch Village area, consisting of 37 acres, was added to Project Area No. 1 in 1974.

The Town Center Project encompasses the Lakewood Center Mall (a regional shopping center) and includes the Civic Center (City administration building and community center complex), Candlewood Street, and commercial areas on Lakewood Boulevard. The former Dutch Village shopping area, located at Woodruff Avenue and South Street, was purchased in December 1985 by Hopkins Development Company. With the assistance of the Lakewood Redevelopment Agency, the property was redeveloped as "Lakewood Marketplace" with approximately 325,000 square feet of retail space. Redevelopment Project Area No. 2, approved in 1989, is comprised of the 15 sub-areas as listed in Table 10.1 The total acreage for Project Area No.2 is 159.6 acres. Figure 10.1 displays the subarea boundaries for Project Areas No. 1 and 2. For more information on redevelopment in Lakewood, please refer to the technical background report. It is important to emphasize that additional redevelopment areas could be created in new areas, if conditions of blight exist.

Table 10.1
Lakewood Redevelopment Project Area No. 2

Subarea Number	Subarea Name	Location	Acres
1	Cherry Avenue	East side of Cherry Avenue from Cover Street south to 36th Street, and southeast corner of Cherry Avenue and 36th Street south to City boundary, and east to railroad right-of-way	33.0
2	Cal Bowl	Southwest corner of Carson Street and Paramount Boulevard to railroad right-of-way, and south to Kessler Road	22.8
3	Paramount - Carson (Northwest)	Northwest corner of Carson Street and Paramount Boulevard	1.4
4	Paramount - Carson (Northeast)	Northeast corner of Carson Street and Paramount Boulevard	5.0
5	Downey - South	Southwest corner of Downey Avenue and South Street to rear line of residential parcels, and west to Obispo Avenue, and southwest corner of Obispo Avenue and South Street to City boundary and south to 55th Way	26.8
6	Tank Farm	West side of Obispo Avenue north of back line of residential parcels along Candlewood Street, to south line of residential parcels along Wolfe Street, east to Downey Avenue	33.1
7	Bellflower - South	Northwest corner of South Street and Adenmoor Avenue, and northeast corner of South Street and Adenmoor Avenue	2.5
8	Woodruff - Carson	Northwest corner of Carson St. and Woodruff Ave., north to Harvey Way	14.3
9	Los Coyotes -Carson	Northwest corner of Carson Street and Los Coyotes Diagonal	2.6
10	Studebaker - Del Amo	Southeast corner of Del Amo Boulevard and Studebaker Road	8.0
11	Pioneer - Carson	Northwest corner of Pioneer Boulevard and Carson Street, west to U.S. Route 605 and north to 216th Street at mid-block parcels	3.4
12	Pioneer - Centralia (Northwest)	Northwest corner of Pioneer Boulevard and Centralia Street	1.4
13	Pioneer - Centralia (Northeast)	Northeast corner of Pioneer Boulevard and Centralia Street, north to 209th Street and east to alley; and northwest corner of Centralia Street west and north to alleys	0.6
14	Norwalk - Centralia (Northeast)	Northeast corner of Norwalk Boulevard and Centralia Street north to rear lines of residential parcels and east to rear lines of residential parcels	2.9
15	Norwalk - Centralia	Southeast corner of Norwalk Boulevard and Centralia Street	1.7
Total			**159.5**

Source: Report to the City Council on the Lakewood Redevelopment Plan Project Area No. 2, April 1989

Lakewood's Economy in a Regional Setting

Lakewood is primarily a bedroom community with just over 3,200 acres zoned for residential uses or 53.9% of the total City area. Comparatively, land zoned for industrial uses accounted for 156.39 acres or 2.6% of total City area. Since Lakewood is 99.5% built out, the demand and opportunity to increase the amount of industrial zoning in the City is non-existent. Therefore, Lakewood must rely on other means to ensure that the residents of the City have good employment opportunities. Such means could take a reactive approach by advocating for a proposed land use or policy that would serve to benefit the economy and employment at the regional level, or advocating against a proposed land use or policy that could prove detrimental to the regional economy. A proactive approach might include City participation in a regional economic development consortium.

There has been a considerable amount of work done in the field of economic development, particularly in the area of joint partnerships and incentive programs designed to attract business. Below is a list of needs and opportunities that will act as a guide in the decision making process. Local needs include:

The City must maintain and expand its retail sales tax revenues in order for it to support its quality service levels.

The trend of local and regional job losses must be reversed.

Maximize the development and economic potential of under-utilized properties zoned for commercial and manufacturing uses.

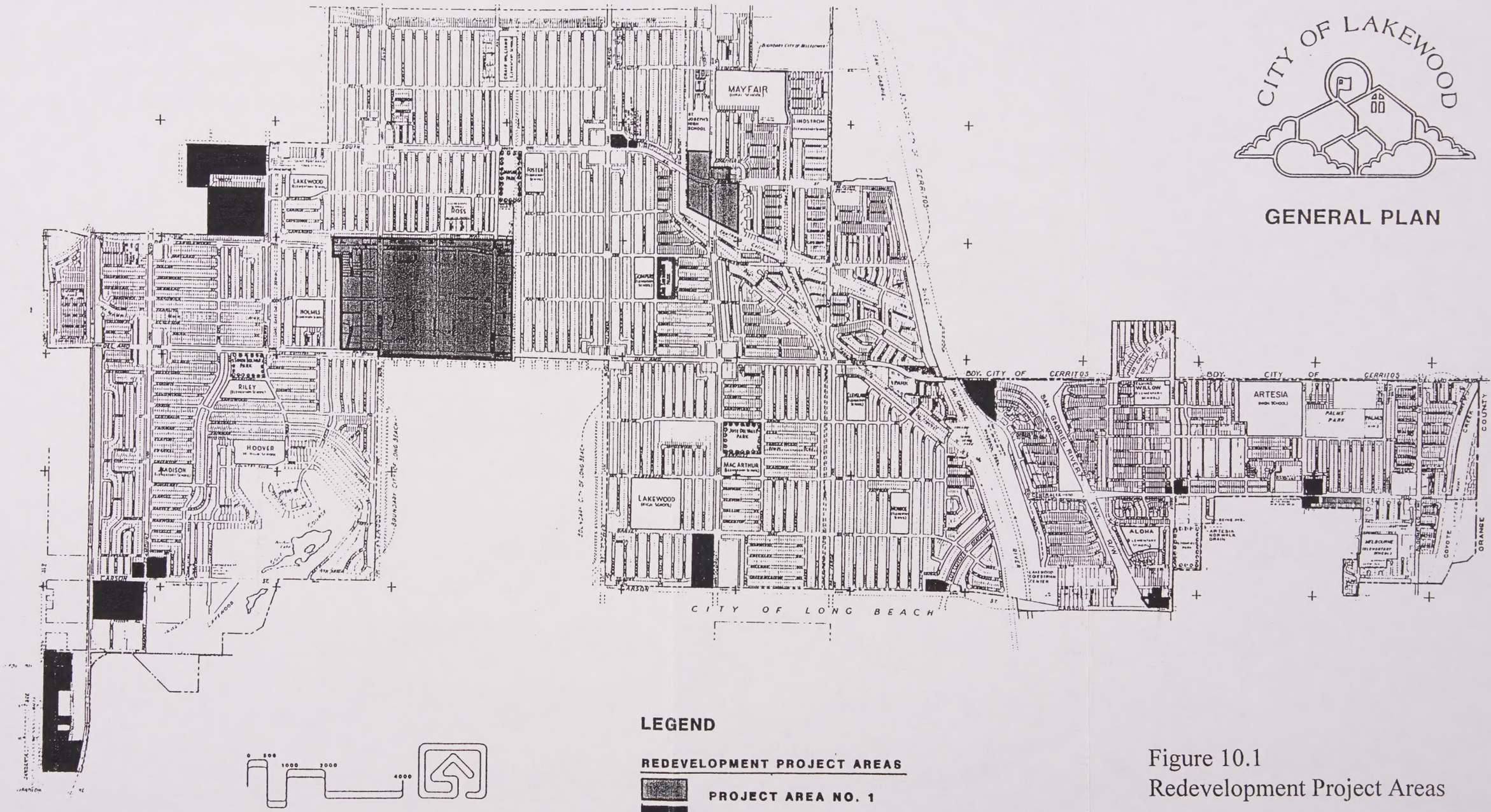
Lakewood must advocate that the sub-regional labor force will be able to function in the industries of tomorrow.

In addition to understanding local and regional needs, it is also important to identify those opportunities that can be utilized for the purpose of improving economic conditions. These opportunities include the City's ability to initiate, coordinate, and implement land use decisions. In this manner, Lakewood helps ensure that new land uses represent the most efficient commercial use for each particular site. Also, the Southern California environment lends itself to establishing economic development assistance programs for assisting local business and industry in expanding their products and services outside of the region. Further, Lakewood's existing labor force is semi-diverse in terms of the various levels of education that residents have attained. Most residents have a high school diploma but fewer have degrees in higher education or specialized training.

As communication and transportation technologies advance internationally, businesses will become less constrained geographically. The ability to manufacture a product will no longer depend on geographic setting, since businesses will be able to obtain components from nearly any supplier, and have the final product assembled in almost any nation. Locating a new business in a given area will depend more on the quality of the labor force. Economic stability hinges partly on the local labor force having the necessary skills needed to function in a given industry. Training workers to be prepared for the future requires an understanding of what types of

CITY OF LAKEWOOD

GENERAL PLAN



LEGEND

REDEVELOPMENT PROJECT AREAS

PROJECT AREA NO. 1

PROJECT AREA NO. 2

Figure 10.1
Redevelopment Project Areas

businesses will be prevalent in the future. Historically, certain industries and related supporting businesses tend to cluster together "naturally" or without a directed effort. For many years, Detroit was the center of domestic automobile production. Suppliers tended to be clustered in that region of the nation, in an effort to be close to automobile manufacturers. In Silicon Valley, computer manufacturers and software developers clustered together, mutually supporting each other, universities also played a role in the development of that industry cluster. At least in part, the Southern California economy has traditionally been based upon aerospace manufacturing, their supporting industries, and local retail businesses. Lakewood's labor force is diverse in terms of industry of employment. In 1990, the single greatest type of employer of Lakewood residents was manufacturing at 25.2%, followed by professional and related services at 18.5%. Retail trade was third at 15.7%, and the remaining categories ranged from 1.6% to 6.5% (see Table 10.2 below).

Table 10.2
City of Lakewood
Industry of Employment, 1980 and 1990

Industry	1980 Number	1980 %	1990 Number	1990 %	Percentage of Change
Agriculture,Forestry,Fishing,Mining	430	1.2	600	1.6	+ 28.3
Construction	2,164	5.8	2,158	5.8	- 0.3
Manufacturing	10,425	28.0	9,407	25.2	- 10.8
Transportation	1,876	5.0	1,879	5.0	+ .2
Communication & Public Utilities	1,214	3.3	1,286	3.4	+ 5.6
Wholesale Trade	2,228	6.0	2,265	6.1	+ 1.6
Retail Trade	6,243	16.8	5,880	15.7	- 6.2
Finance,Insurance, & Real Estate	1,828	4.9	2,409	6.5	+ 24.1
Business & Repair Services	1,754	4.7	1,865	5.0	+ 6.0
Personal, Entertainment & Recreation	1,212	3.3	1,399	3.7	+ 13.4
Professional & Related Services	6,463	17.2	6,921	18.5	+ 6.6
Public Administration	1,424	3.8	1,310	3.5	- 8.7
Total	37,211	100%	37,379	100%	+ .5

Source: U.S. Department of Commerce, 1980 and 1990 Census report.

While the defense industry has been a major source of income to the region, it is difficult to predict if this will continue to be the case, or what types of industry clusters will form in the future. Other industries, such as the entertainment industry, are likely to continue to contribute to the regional economy. Local government efforts regarding new industry clusters cannot be one of creation, rather one of making the necessary improvements for fostering the growth of new and existing industry clusters.

Projected industry clusters include the following:

Fashion, Apparel & Textiles. Most businesses in this industry are located semi-centrally to Los Angeles, away from the Long Beach/Lakewood area.

Tourism, Recreation, Media & Entertainment. Southern California's tourism and recreation areas are focused around beaches, theme parks, and to some extent, metropolitan Los Angeles. The media and entertainment industry is also located away from the Long Beach/Lakewood area. Efforts should be made to improve the image of the region, to continue to attract visitors.

Environmental Technology.
A new and growing field, environmental technology does not yet have an established area where a substantial amount of clusters have formed, rather small clusters do exist throughout the region.

Aerospace and Defense.
The Southeast Los Angeles County subregion does have significant industry clusters, although the level of employment has been declining due to decreases of federal government expenditures in these industries. Part of the subregions challenge might be helping industries convert their products for use by general consumers. The Economic Development Corporation of Los Angeles County has identified conversion opportunities to help plan for the diminishing role of defense related jobs. These opportunities include; advanced telecommunications and information systems, advanced transportation systems, medical equipment, clean air systems and environmental products.

International Trade Services.
The region has one of the busiest sea ports in the world. Efforts should be made to promote the development of the Alameda Corridor, to promote the federal "one-stop" export assistance center and to promote export financing.

Advanced Transportation Systems and Technology.
Industry clusters for this field have not yet begun to truly develop. Aerospace and Defense industries should be encouraged to expand into this field.

Biomedical Equipment and Technology.
The Southern California Association of Governments Regional Comprehensive Plan reports that "Southern California, in many respects, is already on the leading edge of health care and biomedical equipment technologies and services. Linkages between well-defined and established health care and medical device industry clusters and biomedical firms will be one of the key strategies to create accelerated growth, high

wage employment and global market potential. This strategy is being implemented by Orange County's Partnership 2010 by leveraging the linkages between the clusters, the research assets of U.C. Irvine and San Diego County's established biotechnology cluster." Aerospace and defense firms should be encouraged to explore the possibilities of expanding into this field.

Professional Services.
Professional service firms should be encouraged to export their services, and assistance for doing business abroad could be provided through a "one-stop" service export assistance center for professionals.

As mentioned earlier, the development of a new business or cluster of industries in a given area is dependant in part on the quality of the labor force, and their ability to function in the work environment of the future. Such ability can typically be gained through education. Therefore, educational institutions ranging from elementary schools to colleges and trade programs must strongly be encouraged to offer a curriculum that provides the training needed in the workplace of the future.

Goals, Policies, and Implementation Programs

The following goals, policies, and implementation programs address Economic Development in Lakewood.

1. Goal: To maintain and expand retail sales tax revenues in order to continue to support quality service levels in Lakewood.

Policies:

1.1 Ensure that Lakewood remains to be an attractive place for customers.

1.2 Encourage uses that are efficient in maximizing the economic potential of commercially zoned properties.

2. Goal: To help reverse the trend of local and regional job losses.

Policies:

2.1 Encourage the diversification of local defense industries.

2.2 Encourage educational institutions in the region to offer appropriate job training.

2.3 Encourage policies that foster the growth of new and existing industry clusters.

3. Goal: Maximize the development and economic potential of under-utilized properties zoned for commercial and manufacturing uses.

Policies:

3.1 Continue to utilize the Lakewood Redevelopment Agency as a tool for improvement and economic recovery.

3.2 Continue to utilize the Development Review Board for reviewing commercial and industrial projects.

4. Goal: Advocate the training of a sub-regional labor force that will be able to function successfully in the workplaces of the future.

Policies:

4.1 Encourage policies that provide training for new and existing industry clusters.

4.2 Encourage educational institutions in the region to offer a curriculum that provides appropriate job training for the future workplace.

5. Goal: the City shall create and update every 5 years thereafter, an economic strategy plan.

Policies:

5.1 Create a monitoring program that measures local and regional economic trends.

5.2 Identify measures that would be beneficial to the local and regional economy.

Implementation Programs

Implementation programs are the tools directly used to carry out the General Plan. The number shown in italics following each implementation program indicates the policy (or policies) that is supported by that program.

Program 1. Continue to utilize the Development Review Board (DRB) for reviewing development projects to ensure that such projects maximize the interest to potential customers and clients, while remaining harmonious with the surrounding environment.
1.1

Program 2. Develop performance criteria that can be used to evaluate proposed projects in redevelopment project areas and ensure that such projects maximize the development and economic potential of those sites.
1.2

Program 3. Survey other cities to determine development standards for mixed use projects and create sample standards for Lakewood.
1.2

Program 4. Explore alternative forms of zoning such as overlay zoning and performance zoning, to allow mixed uses to be integrated into large commercial centers.
1.2, 2.3, 5.2

Program 5. Monitor the number of inquiries for industrially zoned land, and the proposed uses for that land. Encourage other local jurisdictions to do the same. An alternate is to explore whether SELAC could conduct a monitoring program for the same. This will enable local government to assess if existing industrial zoned lands are adequate in size, number, cluster factor and access to appropriate infrastructure, and for the identification of industry clusters as they form.
2.3

Program 6. Advocate coordination among existing economic development centers and agencies.
2.3, 4.1, 4.2, 5.1, 5.2

11.0 Housing

Introduction to the Housing Element

Article 10.6 of Chapter 3 of the California Government Code, commencing with Section 65580, contains the language compelling local governments to adopt a housing element. Per Section 65583 et seq. of said Code, "the housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, and mobilehomes, and shall make adequate provision for the existing and projected needs of all economic segments of the community."

Compliance with State Requirements

Housing elements were first required in 1969. Major changes were made to the requirements with the passage of Section 65586 of the Government Code on October 1, 1981. With the passage of this legislation the housing element is to be reviewed and revised every five years with the first update for local governments located within the Southern California Association of Governments (SCAG) due by July 1, 1984 and the second one by July 1, 1989.

Lakewood's current Housing Element was last updated in June 1990 and amended, pursuant to changes in State law, in January 1994. In both instances the City's Housing Element was reviewed and found to be adequate by the State Department of Housing and Community Development and is currently in compliance with State law.

Housing elements are to be reviewed and revised, as appropriate, every five years, pursuant to Section 65588 of the Government Code. However, as a result of the State's financial crisis of the past few years the aforementioned housing element review and revision deadline has been postponed. Per Section 65588(e) of the Government Code, local governments, including Lakewood, which are located within the regional jurisdiction of the Southern California Association of Governments (SCAG), have until June 30, 1996 to review and revise their housing elements.

In years past the State provided its Department of Housing and Community Development and regional councils of government with the funding necessary to do statewide and regional housing needs assessments and, further, determine each local governments "fair share" of the regional housing need. In turn, local governments were to take the regional assessment and "fair share" allocation of housing need and revise their housing elements accordingly. However, because of the economic recession the State, beginning with its FY 1992-93 budget, temporarily discontinued such funding. Consequently, SCAG will not be producing housing needs estimates for the region and local governments will not have the "fair share" housing need allocations needed to revise their housing elements.

Legislation (SB 1073 - Costa) was recently approved by the State Legislature and signed by the Governor extending the deadline for reviewing and revising housing elements for the SCAG region to June 30, 1998. However, there are no allocations in the State's proposed budget for the next fiscal year to fund statewide and regional housing needs assessments. If the State fails to fund such assessments again this fiscal year, it is doubtful that "fair share" numbers will be available for local governments in time for the 1998 update.

Because the State has put a high emphasis on the housing element and its contents in the past this General Plan is organized with the Housing Element as a separate document incorporated by reference. No changes to the City's Housing Element are proposed at this time. Lakewood's Housing Element is currently in good standing with the State. The City's Housing Element is available for public review, in the Office of the City Clerk.